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1990
South Dakota
Motor Vehicle Traffic Accident Summary

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Governor

Prepared By
Department of Transportation
Accident Records Office

In Cooperation With
Department of Commerce & Regulation
Office of Highway Safety

MARKS
SPOT
THE
THINK!
DRIVE
SAFELY

STATE OF SOUTH DAKOTA

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April 19, 1991

Dear Reader:

Not a day goes by without an accident or crash occurring in South Dakota. Each and every crash is evaluated and analyzed to discover the causes and the facts involved. This information is then compiled for use in the 1990 South Dakota Motor Vehicle Traffic Accident Summary.

The goal continues to be the reduction of the number of crashes and accidents in South Dakota and to improve the safety of our state's roadways. The combined efforts of various departments and individuals from all across the state are working together toward accomplishing this goal. Included in these efforts are getting the drinking driver off the road, increasing our safety belt use rate, improving the safety of our children and many more.

By continuing to improve the traffic safety effort, we can reduce the deaths and injuries that occur on South Dakota's roadways. The advantages and methods of safer travel will become a part of our everyday lifestyles with the result being fewer and fewer losses.

I look forward to a successful year. Always remember, please drive defensively and sober, and please...BUCKLE UP!

Very truly yours,

GEORGE S. MICKELSON

South Dakota
GREAT FACES GREAT PLACES

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I. INTRODUCTION

The South Dakota Motor Vehicle Accident Summary was developed to provide an overview of the South Dakota traffic accident picture, as well as make frequently requested information available. Information from 1990 comprises the major portion of the book; however, basic historic trends are also provided for reference.

The Motor Vehicle Accident Summary is divided into two main sections, Historical Trends and 1990 Motor Vehicle Accident Profile. The Historical Trend section provides information on alcohol involvement in motor vehicle accidents, severity of injury by record type and sex of drivers involved in accidents. This section also provides data on restraint usage and accident trends. The 1990 Accident Profile section details the accident picture for 1990 as well as a glossary of terms.

The majority of the information in this book is provided by the Accident Records Section within the Department of Transportation. Current state law requires an accident report be filed for each motor vehicle traffic accident resulting in the death or injury of a person, or property damage to an apparent extent of five hundred dollars or more to any one person's property or one thousand dollars accumulated damage per accident. Law enforcement agencies provide the accident reports to Accident Records. These reports are available to the public for a fee of two dollars, this fee will increase to four dollars on July 1, 1991.

Examples of reports available through Accident Records are:

STANDARD REPORTS - These reports provide the user with a standard set of summary information for a preselected subset of all accidents, e.g., all accidents involving a drinking driver.

PLOT MAPS - These maps supply the user with a graphic display on which the location of each accident in a given geographic area has been plotted on transparent paper and scaled to overlay maps provided by the Department of Transportation.

SPECIAL REQUESTS - Special requests are answered using several computer packages, one of which is an on-line query system which provides almost immediate response to requests of a very specific nature.

For additional information or copies, write or call:

Accident Records Section
118 West Capitol Avenue
Pierre, SD 57501-2080
Phone: (605) 773-3868

-OR-

Office of Highway Safety
118 West Capitol Avenue
Pierre, SD 57501-2080
Phone: (605) 773-3675

SOUTH DAKOTA
STATISTICAL SUMMARY

1990

NUMBER OF REPORTED MOTOR VEHICLE TRAFFIC ACCIDENTS: 15,073

AMOUNT OF MOTOR VEHICLE TRAFFIC ACCIDENT PROPERTY DAMAGE: $43 million

NUMBER OF MOTOR VEHICLE TRAFFIC ACCIDENT INJURIES: 7,261

NUMBER OF MOTOR VEHICLE TRAFFIC ACCIDENT FATALITIES: 153

ECONOMIC LOSS FROM MOTOR VEHICLE TRAFFIC ACCIDENTS: $148 million

PERCENT OF DRIVERS IN FATAL ACCIDENTS WHO HAD BEEN DRINKING: 38.2%

NUMBER KILLED IN ALCOHOL-RELATED ACCIDENTS: 80

NUMBER INJURED IN ALCOHOL-RELATED ACCIDENTS: 1,397

NUMBER OF PEDESTRIANS KILLED: 15

NUMBER OF MOTORCYCLISTS KILLED: 23

NUMBER OF BICYCLISTS KILLED: 3

PERCENT OF LICENSED DRIVERS UNDER 25: 18%

PERCENT OF ACCIDENT-INVOLVED SPEEDING DRIVERS UNDER 25: 53.5%

PERCENT OF ACCIDENT-INVOLVED DRINKING DRIVERS UNDER 25: 41.4%

NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES: 112, 10 WERE WEARING A SAFETY RESTRAINT (EXCLUDES MOPED, MOTORCYCLE & SNOWMOBILE OCCUPANTS)

PERCENT OF TOTAL PERSONS KILLED WHO WERE TRAVELING ON MOTORCYCLES: 15%

NUMBER OF DWI CONVICTIONS: 5,801

SEATBELT USE RATE OF ACCIDENT-INVOLVED DRIVERS: 29.6%

NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE KILLED IN MOTOR VEHICLE ACCIDENTS: 1

NUMBER OF PROPERLY RESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE KILLED IN MOTOR VEHICLE ACCIDENTS: 0

AVERAGE TRAVEL SPEED ON POSTED 55 MPH SOUTH DAKOTA HIGHWAYS: 56.5 MPH

PERCENT OF MOTORISTS EXCEEDING 55 MPH ON POSTED 55 MPH HIGHWAYS: 58.1%

Source: Department of Transportation: Accident Records

II. HISTORICAL TRENDS

Motor Vehicle Accidents

The fatality rates per 100 million vehicle miles traveled from 1981-1990 for South Dakota, states surrounding South Dakota, and the nation are shown in TABLE 2-1. South Dakota's rate, the national rate, and the rate of those states bordering South Dakota have all shown a decline over the last ten years. FIGURE 2-1 compares South Dakota with the national rate and two comparable rural states, North Dakota and Wyoming.

TABLE 2-1
FATALITY RATE COMPARISON
1981-1990

State	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
South Dakota	3.2	2.7	2.7	2.2	2.0	2.0	1.9	2.0	2.1	2.0
Iowa	3.3	2.5	2.6	2.1	2.3	2.2	2.3	2.6	2.3	2.0
Minnesota	2.7	2.0	1.8	1.8	1.8	1.7	1.5	1.7	1.6	1.5
Montana	4.8	3.8	4.0	3.2	3.0	2.9	2.9	2.4	2.2	2.5
Nebraska	3.3	2.3	2.2	2.4	2.0	2.3	2.3	2.0	2.1	1.9
North Dakota	3.0	2.8	2.2	1.9	1.6	1.8	1.7	1.8	1.4	1.9
Wyoming	5.4	3.9	3.4	3.1	2.9	3.2	2.5	2.9	2.3	2.2
National	3.2	2.8	2.6	2.6	2.5	2.5	2.4	2.4	2.2	2.1

Note: Fatality Rate is the number of traffic fatalities per 100 million vehicle miles traveled.

Source: Department of Transportation: Accident Records

TABLE 2-2 provides a yearly comparison of South Dakota's motor vehicle traffic accidents from 1960 through 1990. Any comparison of motor vehicle accidents must be made with caution due to the changes in the definition of a reportable accident. For example, in the late 1970's the definition of a fatality caused by a motor vehicle accident was changed from the death occurring up to one year after the accident to death occurring within 30 days after the accident. There does not appear to be a single reason why there are fewer fatalities; however, the national 55 mph speed limit law initiated in 1974 and the increased efforts in the drinking driving area in 1981 have probably had the most impact. Other factors include improvements in the highways, safer vehicles, and traffic enforcement efforts. Although the number of fatal and injury accidents have shown an increase in recent years, the rates have stayed consistent using the increased vehicle miles traveled and the rates are still much lower than the 1960's and 1970's. Injuries increased 6.3 percent during 1990, the month of August recorded 991 injuries which is an all time record for any one month period. Twenty-eight percent of the injuries were to motorcyclists.

FIGURE 2-1 FATALITY RATE COMPARISON

1981 - 1990

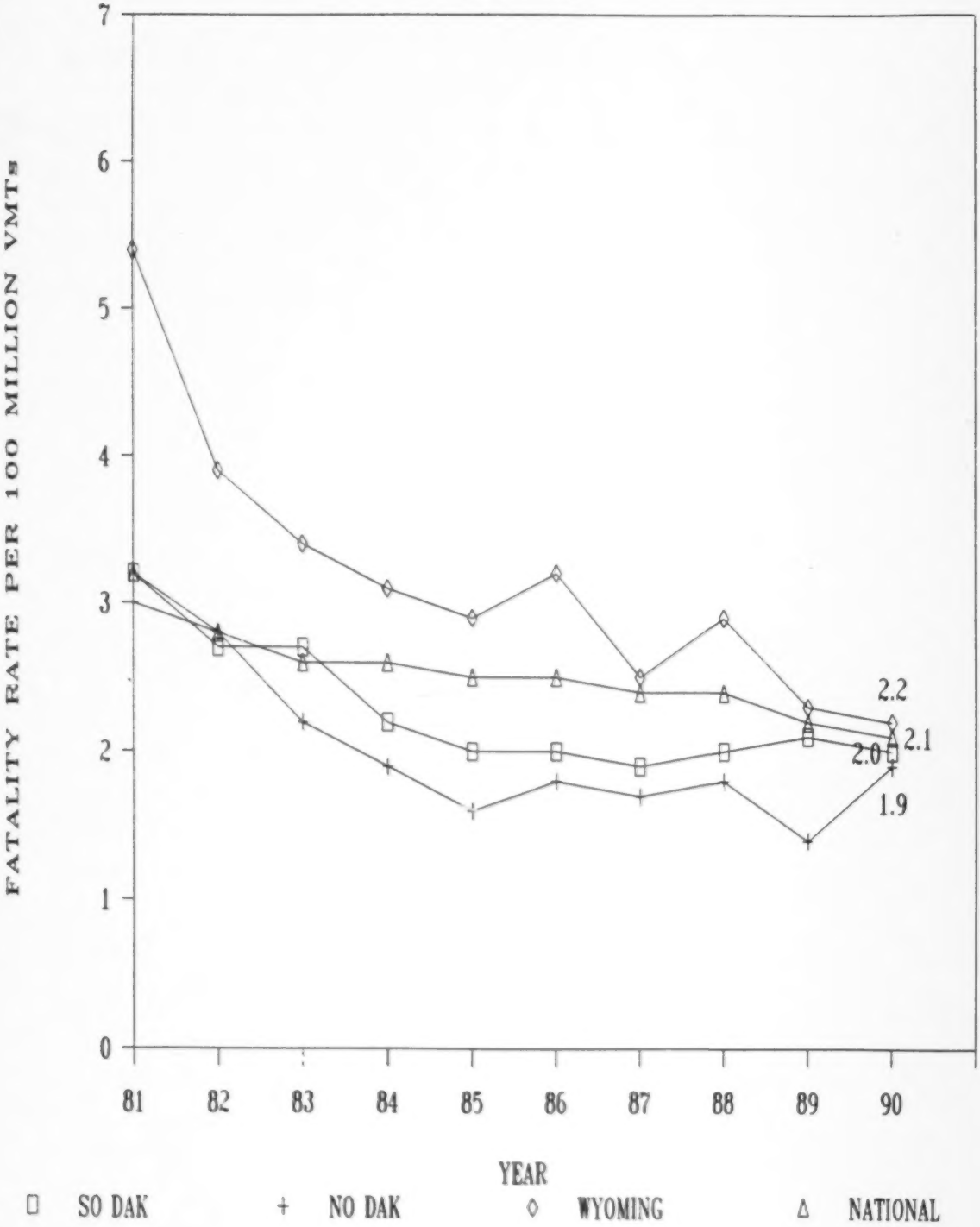


TABLE 2-2
SOUTH DAKOTA YEARLY COMPARISON
OF MOTOR VEHICLE TRAFFIC FATALITIES, INJURIES,
ACCIDENTS, MILES TRAVELED, & REGISTERED MOTOR VEHICLES

Year	Fatalities	Rate[1]	Injuries	Total Accd.	Fatal Accd.	Injury Accd.	PDO[2] Accd.	Miles[3] Traveled +(000,000)	Registered Motor Vehicles +(000)
1960	233	6.94	3,656	7,187	191	2,121	4,875	3,359	351
1961	228	6.75	3,848	7,281	184	2,313	4,784	3,379	361
1962	246	6.77	4,248	8,805	191	2,592	6,022	3,631	377
1963	220	5.83	4,123	8,874	185	2,530	6,159	3,776	386
1964	270	7.03	4,569	9,349	211	2,816	6,322	3,839	387
1965	244	6.13	4,685	10,015	194	2,880	6,941	3,983	396
1966	265	6.50	5,072	10,821	205	3,087	7,529	4,075	402
1967	224	5.41	5,286	12,154	183	3,250	8,721	4,142	407
1968	255	5.91	5,612	14,061	215	3,396	10,450	4,313	409
1969	296	6.79	5,921	16,565	219	3,584	12,762	4,361	422
1970	238	5.12	5,492	16,165	189	3,395	12,581	4,648	427
1971	262	5.36	6,705	16,995	210	4,152	12,633	4,884	444
1972	294	5.83	6,718	17,883	235	4,267	13,381	5,039	467
1973	286	5.57	6,774	14,985	228	4,321	10,436[2]	5,136	494
1974	229	4.47	6,211	11,727	203	4,077	7,447	5,126	519
1975	198	3.82	6,769	15,146	163	4,398	10,585[2]	5,186	533
1976	224	4.07	7,423	15,755	188	4,840	10,727	5,503	554
1977	211	3.67	7,603	18,020	180	5,013	12,827	5,754	575
1978	194	3.33	7,861	18,085	168	5,263	12,654[2]	5,830	599
1979	211	3.76	7,189	16,059	169	4,826	11,064	5,614	616
1980	228	4.18	7,147	14,845	188	4,770	9,887	5,456	622
1981	177	3.17	6,771	14,375	162	4,614	9,599	5,582	637
1982	148	2.68	6,174	14,605	129	4,192	10,284	5,528	640
1983	175	2.73	6,287	14,971	147	4,175	10,649	6,406[3]	655
1984	143	2.24	6,158	15,093	132	4,297	10,664	6,394	669
1985	130	2.02	6,240	15,435	109	4,229	11,097	6,443	674
1986	134	1.98	6,008	13,714	118	4,105	9,491[2]	6,762	686
1987	134	1.87	6,221	13,083	107	4,173	8,803	7,171	711
1988	147	2.04	6,579	14,821	127	4,455	10,239	7,213	709
1989	152	2.06	6,828	15,005	134	4,605	10,266	7,366	719
1990	153	2.01	7,261	15,073	139	4,820	10,114	7,624	698

[1]Number of fatalities per 100 million vehicle miles traveled.

[2]Prior to July 1, 1973 the threshold for a reportable property damage only (PDO) accident was $100 to one person's property. July 1, 1973 the PDO amount was increased to $250.

January 1, 1975, the PDO threshold definition changed to accumulated property damage of $250 or more. July 1, 1978 the PDO threshold was increased to $400 accumulated property damage. July 1, 1986, the PDO threshold definition changed to $500 damage to any one person's property or $1000 accumulated property damage per accident.

[3]1983 the formula for computing VMTs was adjusted, resulting in an approximate 9.5% increase in annual VMTs.

Source: Department of Transportation: Accident Records

Alcohol Involvement

Alcohol continues to be a significant factor in motor vehicle accidents, especially the serious accidents involving death and injuries (see TABLE 2-3 and FIGURES 2-2 and 2-3). The 1990 fatal accidents and fatalities were nearly the same as 1989 totals. Injury accidents increased 14 percent over a previous 3 year average, exceeding totals since 1984.

TABLE 2-3
ALCOHOL INVOLVED ACCIDENTS AS PERCENT OF ALL ACCIDENTS
1984-1990

	1984	1985	1986	1987	1988	1989	1990
Total Accidents	13.2 (1993)	11.2 (1728)	11.5 (1577)	10.8 (1416)	10.6 (1566)	10.2 (1528)	10.9 (1644)
Fatal Accidents	53.8 (71)	51.4 (56)	54.2 (64)	48.6 (52)	50.4 (64)	52.2 (70)	51.1 (71)
Injury Accidents	20.8 (894)	19.2 (810)	18.7 (769)	17.5 (731)	18.1 (808)	16.8 (773)	18.2 (878)
PDO Accidents	9.6 (1028)	7.8 (862)	7.8 (744)	7.2 (633)	6.8 (694)	6.7 (685)	6.9 (695)
Fatalities	53.1 (76)	53.1 (69)	55.2 (74)	49.3 (66)	47.6 (70)	52.6 (80)	52.3 (80)
Injuries	22.3 (1371)	20.5 (1280)	20.2 (1214)	19.0 (1183)	19.6 (1289)	18.4 (1255)	19.2 (1397)

NOTE: Alcohol involvement for Fatal Accidents is based upon a positive BAC result and/or indication of alcohol use as reported by the investigating officer.

Fatal, Injury and Property Damage Accidents - At least one driver, pedestrian or bicycle driver had been drinking in the opinion of the investigating officer.

Source: Department of Transportation: Accident Records

FIGURE 2-2 1990 TRAFFIC FATALITIES

Alcohol Related vs Non Alcohol Related

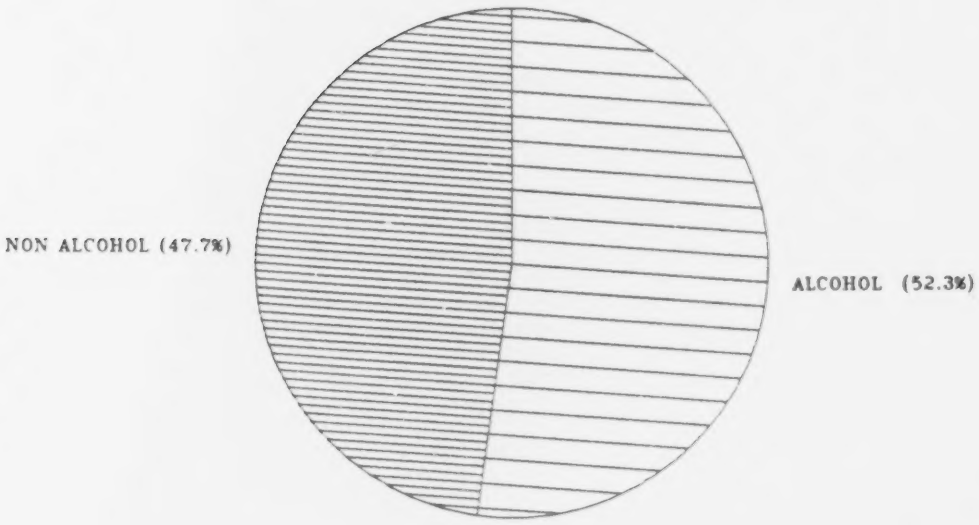
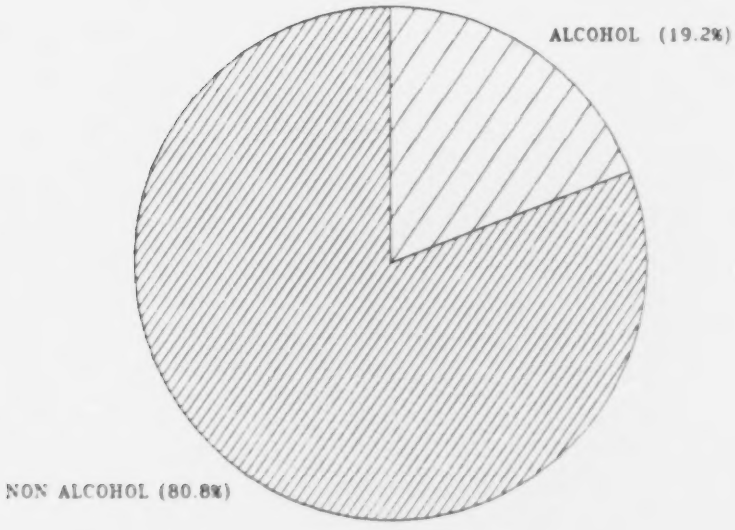


FIGURE 2-3 1990 TRAFFIC INJURIES

Alcohol Related vs Non Alcohol Related



The number of persons killed and injured in alcohol-related accidents have declined since 1981. There has been an upward trend in alcohol involved fatal and injury accidents since 1987. Table 2-4 compares alcohol-related fatal and injury accidents, nonalcohol-related accidents and DWI arrests.

TABLE 2-4
ACCIDENT AND ARREST ACTIVITY
1980 - 1990

	FATAL ACCIDENTS		FATAL & INJURY ACCIDENTS		
	ALCOHOL RELATED	NONALCOHOL RELATED	ALCOHOL RELATED	NONALCOHOL RELATED	DWI ARRESTS
1980	105	83	1391	3567	4151
1981	100	62	1366	3410	5068
1982	77	52	1007	3314	6842
1983	72	75	1007	3315	9840
1984	71	61	965	3464	9972
1985	56	53	866	3472	9363
1986	64	54	833	3390	9485
1987	52	55	783	3497	8369
1988	64	63	872	3710	7134
1989	70	64	843	3896	6963*
1990	71	68	949	4010	7539

*Delayed Chemical Test Data was added to file.
Source: Department of Transportation: Accident Records

FIGURE 2-4 presents the annual counts of DWI arrests, alcohol-related fatal and injury accidents, and nonalcohol-related fatal and injury accidents for 1980 to 1990. FIGURE 2-5 presents the alcohol-related and nonalcohol-related fatal accident experience.

There were 71 alcohol-related fatal accidents during 1990, which compares to 70 in 1989. The previous three-year average was 62.

There were 949 alcohol-related fatal and injury accidents during 1990, which compares to 843 in 1989. The previous three-year average was 833 or a fourteen percent increase in 1990. Nonalcohol-related fatal and injury accidents in 1990 increased 8.3 percent from the previous three-year average.

There were an estimated 7,539 DWI arrests in 1990. This level is up (1%) from the previous three-year average and up substantially from 1980.

FIG2-4 F&I ACCIDENTS AND DWIs

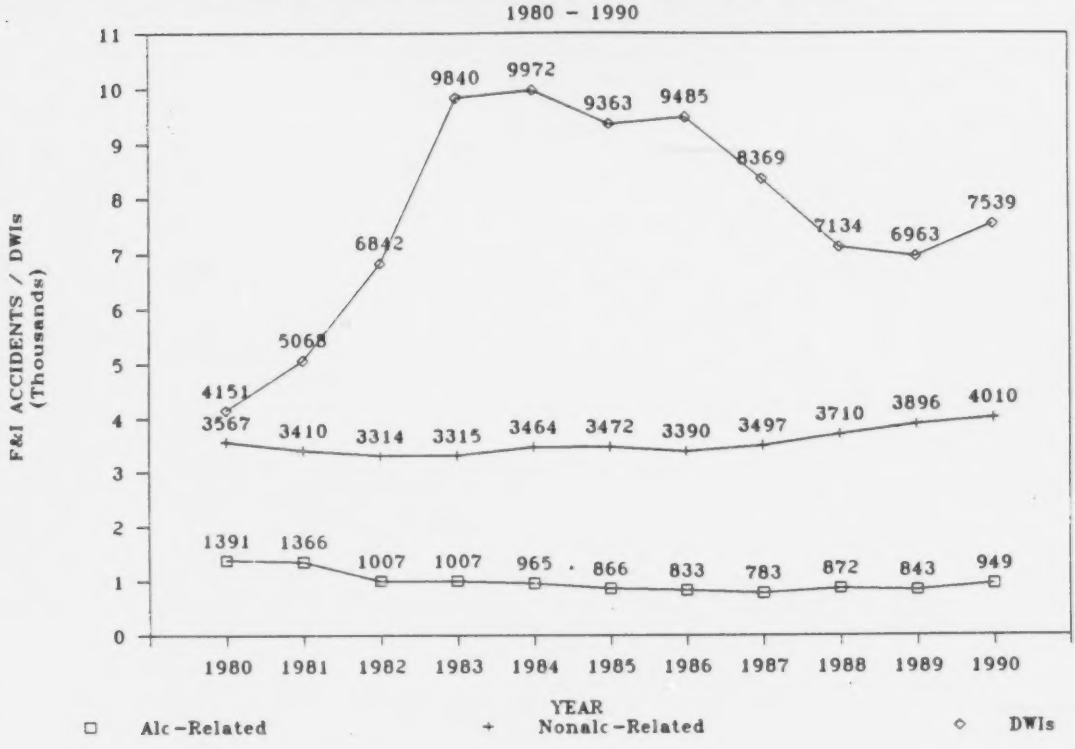
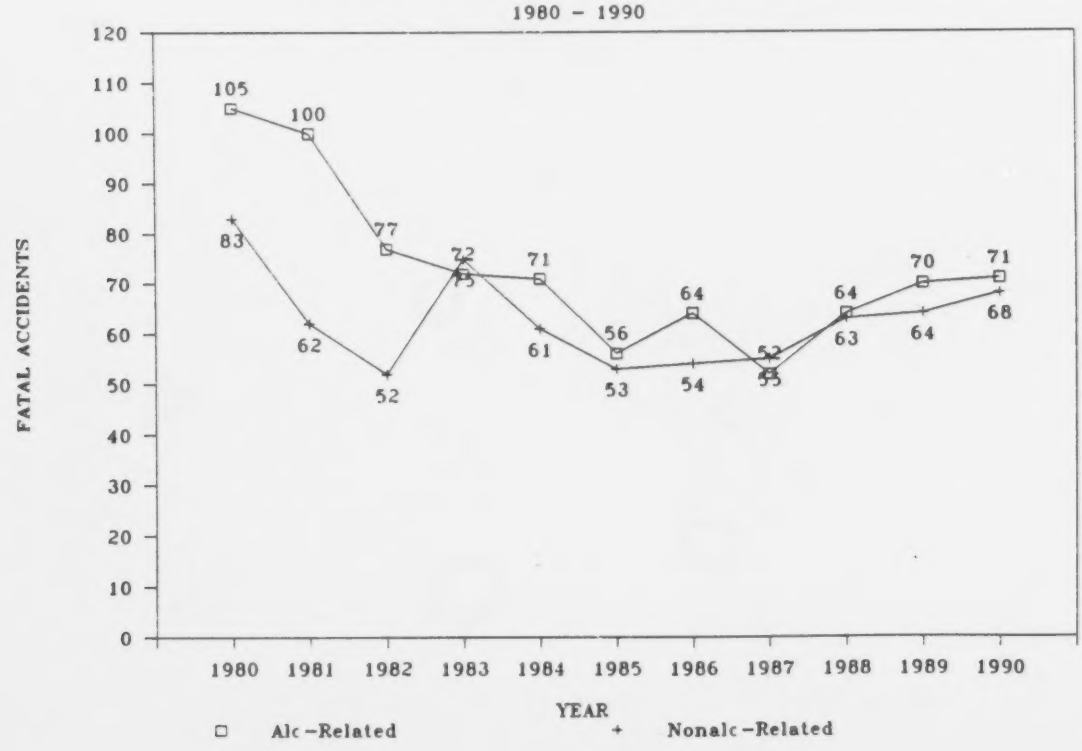


FIG2-5 FATAL ACCIDENTS



SAFETY RESTRAINT USAGE AND CHILD INJURIES

The use of safety equipment is reported on all motor vehicle drivers and only on those passengers that are injured. During 1990 a record of 29.6 percent of the motor vehicle drivers in accidents were using safety restraints (see TABLE 2-5). Sixty-six drivers were killed while not using any safety restraint, while six drivers were killed using some type of safety restraint (does not include drivers of motorcycles, mopeds and snowmobiles). The increased usage of safety restraints by accident involved drivers is an indication that safety restraint usage is increasing in South Dakota. Twenty-eight passengers were killed while not using a safety restraint and four were killed while using some type of a safety restraint.

TABLE 2-5
SAFETY RESTRAINT USAGE
ACCIDENT-INVOLVED DRIVERS
1985 - 1990

USAGE RATE

AGE	1985	1986	1987	1988	1989	1990
14-15	4.2%	7.6%	8.5%	12.7%	14.1%	18.4%
16-17	4.8%	6.8%	9.3%	10.4%	14.8%	15.2%
18-20	7.0%	9.9%	14.1%	16.3%	16.7%	19.3%
21-24	10.9%	13.4%	19.0%	24.2%	25.0%	29.5%
25-34	14.3%	17.8%	22.9%	28.2%	31.3%	33.6%
35-44	14.4%	18.6%	26.4%	29.7%	32.8%	36.6%
45-54	13.1%	17.4%	24.0%	28.7%	33.1%	36.6%
55-64	12.2%	17.2%	22.7%	29.1%	31.5%	35.6%
65-Over	9.7%	14.5%	19.5%	23.2%	24.7%	28.9%
Total	11.1% (2363)	14.6% (2718)	19.6% (3482)	23.8% (4819)	26.4% (5422)	29.6% (6057)

Source: Department of Transportation: Accident Records

Motor vehicle occupants from birth through four years of age accounted for one fatality during 1990, which compares to one fatality in 1989 and the previous three-year average of 2.3 (see TABLE 2-6). The child killed was not restrained.

There were 113 children (birth through 4 years) injured in 1990, which compares to 135 in 1989 and the three-year average of 144.

TABLE 2-6
FATALITIES & INJURIES TO MOTOR VEHICLE OCCUPANTS
UNDER 5 YEARS OF AGE

YEAR	FATALITIES	SERIOUS INJURY	SLIGHT INJURY	TOTAL NONFATAL INJURIES
1981	0	107	44	151
1982	3	85	47	132
1983	5	86	63	149
1984	3	78	61	139
1985	4	74	50	124
1986	4	70	51	121
1987	3	87	59	146
1988	3	101	50	151
1989	1	83	52	135
1990	1	67	46	113

NOTE: Table includes passengers of Motor vehicles normally equipped with safety restraints.

Source: Department of Transportation: Accident Records

Cycle and Pedestrian Accidents

The following tables provide a yearly comparison of South Dakota's motorcycle, pedestrian, and bicycle accidents, injuries, and fatalities from 1970 through 1990. During 1990 motorcycle accidents accounted for 15% of the total fatalities and 8% of the injuries. For the month of August, 278 motorcyclists were injured and 11 were killed. Moped accidents are included with motorcycle accidents. Over the years only one fatal moped accident has been recorded in South Dakota, and the number of injuries is small. See pages 45-50 for additional motorcycle, pedestrian, and bicycle accident information.

TABLE 2-7
MOTORCYCLE ACCIDENTS
1970 - 1990

Year	Motorcycle Accidents Total	Fatal	Injury	Motorcyclists Fatalities	Injuries	Registered Motorcycles	Licensed Motorcyclists
1970	217	8		8	211	11,964	
1971	336	11		13	342	13,865	
1972	314	6		8	312	16,605	
1973	395	13		14	425	19,737	
1974	344	8		9	372	22,964	
1975	377	14	321	14	388	23,980	
1976	465	9	402	9	501	25,058	
1977	495	17	419	19	529	26,560	
1978	523	14	456	14	560	27,590	34,225
1979	597	21	522	22	664	31,102	37,286
1980	707	17	608	18	763	35,045	41,431
1981	697	15	598	15	729	38,265	43,170
1982	548	12	473	13	581	38,418	Not Available
1983	573	12	489	12	591	39,255	45,544
1984	564	10	488	10	567	38,956	45,763
1985	551	14	469	15	569	37,905	45,805
1986	475	10	405	10	492	36,036	45,210
1987	399	13	347	14	417	33,800	44,956
1988	424	13	371	13	441	31,421	44,058
1989	377	14	329	14	394	29,942	45,844
1990	492	20	432	23	555	23,719	46,184

Source: Department of Transportation: Accident Records

TABLE 2-8
PEDESTRIAN FATALITIES AND INJURIES
1970 - 1990

Year	Fatalities	Injuries
1970	17	158
1971	15	170
1972	30	199
1973	21	161
1974	25	158
1975	11	179
1976	24	158
1977	21	164
1978	15	185
1979	16	167
1980	21	162
1981	20	130
1982	16	146
1983	20	139
1984	14	139
1985	8	136
1986	15	165
1987	7	126
1988	14	149
1989	10	125
1990	15	138

TABLE 2-9
BICYCLE FATALITIES AND INJURIES
1970 - 1990

Year	Fatalities	Injuries
1970	3	67
1971	4	90
1972	2	94
1973	4	82
1974	2	115
1975	1	108
1976	3	99
1977	7	89
1978	3	82
1979	4	96
1980	0	78
1981	0	83
1982	1	93
1983	1	99
1984	4	95
1985	3	119
1986	1	115
1987	1	157
1988	2	137
1989	2	144
1990	3	135

Source: Department of Transportation: Accident Records

Holiday Counts

TABLE 2-10 provides a yearly comparison of South Dakota motor vehicle accident experience during major holiday observances. These counts are frequently requested and reported.

TABLE 2-10
ACCIDENTS DURING HOLIDAYS
1978 - 1990

Holiday	Total Hours	Total Accd.	Fatal Accd.	Injury Accd.	Fatalities	Injuries
MEMORIAL DAY*						
1978	78	146	1	54	1	84
1979	78	144	3	60	3	91
1980	78	128	5	46	12	71
1981	78	129	3	48	3	65
1982	78	129	2	45	2	75
1983	78	119	4	43	4	77
1984	78	110	0	36	0	54
1985	78	124	3	44	3	65
1986	78	142	3	37	3	56
1987	78	97	1	28	1	47
1988	78	127	2	36	2	68
1989	78	121	1	46	1	63
1990	78	120	1	39	2	51
FOURTH OF JULY						
1978	102	241	2	108	3	171
1979	30	60	0	27	0	40
1980	78	166	3	56	3	86
1981	78	174	2	63	2	97
1982	78	160	1	64	1	106
1983	78	136	1	46	1	82
1984	30	61	1	22	1	33
1985	102	170	1	58	1	93
1986	78	109	4	47	4	94
1987	78	124	1	53	4	74
1988	78	138	2	48	2	74
1989	102	185	3	67	3	119
1990	30	64	1	20	1	34
LABOR DAY						
1978	78	150	2	66	2	112
1979	78	140	1	55	1	83
1980	78	108	2	35	2	65
1981	78	149	2	68	2	105
1982	78	134	1	62	1	100
1983	78	132	5	48	6	71

*Nationally Observed

Holiday	Total Hours	Total Accd.	Fatal Accd.	Injury Accd.	Fatalities	Injuries
LABOR DAY (cont'd)						
1984	78	111	3	42	3	64
1985	78	127	3	40	3	63
1986	78	106	1	34	1	62
1987	78	135	2	44	3	73
1988	78	131	1	45	1	94
1989	78	134	1	58	4	101
1990	78	123	2	51	3	84
THANKSGIVING						
1978	102	316	2	76	2	122
1979	102	223	3	48	3	67
1980	102	192	3	63	8	94
1981	102	197	0	39	0	54
1982	102	184	2	47	2	67
1983	102	210	2	44	3	71
1984	102	194	2	56	2	83
1985	102	272	0	51	0	76
1986	102	162	3	37	3	63
1987	102	255	2	56	3	91
1988	102	224	1	42	1	70
1989	102	232	2	61	2	112
1990	102	186	1	48	1	65
CHRISTMAS						
1978	78	149	1	40	1	66
1979	102	162	4	53	4	80
1980	102	222	3	58	3	92
1981	78	103	3	21	3	42
1982	78	198	1	42	1	72
1983	78	155	0	30	0	47
1984	102	195	0	35	0	52
1985	54	97	1	13	2	25
1986	102	88	1	28	1	51
1987	102	209	1	63	2	108
1988	78	153	1	38	1	57
1989	78	179	1	50	1	87
1990	102	178	1	34	1	55
NEW YEARS						
1978-79	78	139	1	34	1	44
1979-80	102	204	3	62	5	91
1980-81	102	169	1	58	1	106
1981-82	78	147	1	32	1	42
1982-83	78	137	2	29	2	39
1983-84	78	166	0	41	0	59
1984-85	102	132	2	24	2	39
1985-86	54	98	1	19	1	27
1986-87	102	138	1	30	1	49
1987-88	102	151	0	33	0	43
1988-89	78	103	2	23	2	40
1989-90	78	84	0	31	0	50
1990-91	102	166	2	43	2	71

Source: Department of Transportation: Accident Records

SEVERITY OF INJURIES BY RECORD TYPE

The following tables provide a yearly comparison of South Dakota's total injuries, drivers injuries, passengers injuries, bicyclists injuries and pedestrains injuries from 1983 though 1990. The percentages are row percentages.

Note: For definition of class of injury see page 19.

TABLE 2-11
FATALITIES AND SEVERITY OF INJURIES
OF TOTAL PERSONS

Year	Incapacitating Injuries No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
1983	1263	20.2	2915	46.5	2086	33.3	6264	175
1984	1193	19.5	2688	43.9	2238	36.6	6119	143
1985	1223	19.6	2759	44.2	2257	36.2	6239	130
1986	1234	20.5	2563	42.7	2211	36.8	6008	134
1987	1249	20.1	2738	44.0	2234	35.9	6221	134
1988	1307	19.9	2818	42.8	2454	37.3	6579	147
1989	1366	20.0	2770	40.6	2692	39.4	6828	152
1990	1501	20.7	3009	41.4	2751	37.9	7261	153

TABLE 2-12
FATALITIES AND SEVERITY OF INJURIES
OF TOTAL DRIVERS

Year	Incapacitating Injuries No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
1983	725	18.7	1778	45.9	1368	35.3	3871	94
1984	743	18.8	1676	42.4	1533	38.8	3952	85
1985	711	18.0	1698	43.0	1543	39.0	3952	71
1986	720	18.8	1598	41.7	1513	39.5	3831	70
1987	726	18.8	1663	43.0	1482	38.3	3871	79
1988	786	18.8	1720	41.0	1685	40.2	4191	82
1989	782	18.2	1676	39.0	1841	42.8	4299	87
1990	936	20.2	1842	39.7	1857	40.1	4635	100

TABLE 2-13
FATALITIES AND SEVERITY OF INJURIES
OF TOTAL PASSENGERS

Year	Incapacitating Injuries No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
1983	448	20.8	1027	47.6	683	31.6	2158	60
1984	366	18.9	904	46.7	665	34.4	1935	40
1985	434	21.3	931	45.7	670	32.9	2035	49
1986	407	21.4	842	44.3	650	34.2	1899	48
1987	428	20.7	950	45.9	692	33.4	2070	47
1988	433	20.6	961	45.7	711	33.8	2105	49
1989	501	22.1	971	42.9	791	35.0	2263	53
1990	480	20.4	1035	44.0	839	35.6	2354	35

TABLE 2-14
FATALITIES AND SEVERITY OF INJURIES
OF TOTAL BICYCLE DRIVERS

Year	Incapacitating Injuries No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
1983	21	21.9	60	62.5	15	15.6	96	1
1984	20	21.5	53	57.0	20	21.5	93	4
1985	33	28.4	64	55.2	19	16.4	116	2
1986	32	28.3	59	52.2	22	19.5	113	1
1987	37	24.0	80	51.9	37	24.0	154	1
1988	28	20.9	79	59.0	27	20.1	134	2
1989	37	26.2	76	53.9	28	19.9	141	2
1990	29	22.0	72	54.5	31	23.5	132	3

TABLE 2-15
FATALITIES AND SEVERITY OF INJURIES
OF TOTAL PEDESTRIANS

Year	Incapacitating Injuries No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
1983	69	49.6	50	36.0	20	14.4	139	20
1984	64	46.0	55	39.6	20	14.4	139	14
1985	45	33.1	66	48.5	25	18.4	136	8
1986	75	45.5	64	38.8	26	15.8	165	15
1987	58	46.0	45	35.7	23	18.3	126	7
1988	60	40.3	58	38.9	31	20.8	149	14
1989	46	36.8	47	37.6	32	25.6	125	10
1990	56	40.6	60	43.5	22	15.9	138	15

Sex of Drivers

Table 2-16 provides a yearly comparision of drivers involved in motor vehicle accidents by sex of driver. The table also compares licensed drivers by sex.

TABLE 2-16
SEX OF DRIVERS
INVOLVED IN ACCIDENTS

	ACCIDENT INVOLVED DRIVERS				LICENSED DRIVERS			
	MALE		FEMALE		MALE		FEMALE	
	No.	%	No.	%	No.	%	No.	%
1986	13,669	64.3	7,599	35.7	248,184	51.2	236,756	48.8
1987	12,815	64.0	7,213	36.0	247,418	51.0	238,137	49.0
1988	14,688	64.2	8,207	35.8	244,576	50.7	238,130	49.3
1989	14,581	63.1	8,520	36.9	251,120	51.0	241,468	49.0
1990	14,347	62.3	8,666	37.7	248,959	50.6	243,500	49.4

Note: Unknown Sex of Accident Involved Drivers is not included in Accident Involved Drivers table.

III. 1990 MOTOR VEHICLE ACCIDENT PROFILE

Introduction

This section profiles the reported motor vehicle traffic accidents for 1990. Information will be given on where the accidents are occurring, when accidents happen, who is involved, and factors that contribute to accidents or why they are occurring. **Column percentages may not total 100 percent due to rounding error.**

During 1990, there were 15,073 reported motor vehicle traffic accidents, the majority of accidents being property damage only 10,114 (67%). Injury accidents accounted for 4,820 (32%) of the accidents, while 139 (1%) were fatal accidents. There were 7,261 persons injured and 153 persons killed in accidents during 1990 (see TABLE 3-1).

TABLE 3-1
FATALITIES AND SEVERITY OF INJURIES OF DRIVERS,
PASSENGERS, PEDESTRIANS, AND BICYCLISTS
1990

	Incapac. Injuries		Non-Incapac. Injuries		Possible Injuries		Total Nonfatal Injuries		Total Fatalities	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	936	62.4	1,842	61.2	1,857	67.6	4,635	63.9	100	65.4
Passengers	480	32.0	1,035	34.4	839	30.5	2,354	32.4	35	22.9
Pedestrians	56	3.7	60	2.0	22	0.8	138	1.9	15	9.8
Bicycle Dr.	29	1.9	72	2.4	31	1.1	132	1.8	3	2.0
Total	1,501	100	3,009	100	2,749*	100	7,259*	100	153	100

*This table is missing 2 injuries when compared to statewide injuries. There were 2 possible injuries sustained by horse back riders.

Definition of Injuries:

Killed: An injury which results in death. An injury caused death that occurs within 30 days of an accident is considered an accident fatality.

Incapacitating: Any injury other than a fatal which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred (severe lacerations, broken limbs or unable to leave the scene of the accident without assistance).

Non-Incapacitating: Any injury other than a fatal injury or incapacitating injury which is evident to observers at the scene of the accident (minor lacerations, lumps on the head, abrasions and bruises).

Possible Injury: Any injury reported or claimed which is not a fatal injury, incapacitating injury, or non-incapacitating injury (momentary unconsciousness, limping, nausea, or complaint of pain).

Source: Department of Transportation: Accident Records

TABLE 3-2 provides information on persons killed and injured by method or mode of transportation. During 1990, 45 percent of the fatalities and nearly two-thirds of the injuries occurred to occupants of passenger cars. Occupants of pickups and vans accounted for nearly 28 percent of the fatalities. Additionally, in 1990 15 pedestrians, 23 motorcyclists, and three bicyclists were killed (see FIGURES 3-1 and 3-2).

TABLE 3-2
FATALITIES AND INJURIES BY MODE OF TRANSPORTATION
1990

	Fatalities		Injuries	
	No.	%	No.	%
Passenger Cars	69	45.1	4,657	64.1
Pickups, Vans	42	27.5	1,601	22.0
Motorcycle, Moped	23	15.0	555	7.6
Pedestrians	15	9.8	138	1.9
Bicycle	3	2.0	135	1.9
Trucks (All)*	1	0.7	137	1.9
Farm Machinery	0	0.0	10	0.1
Other	0	0.0	28	0.4
Total	153	100	7,261	100

*Trucks	Fatalities	Injuries
Straight Truck	0	64
Straight Truck with Trailer	0	6
Truck Tractor Only	0	3
Truck Tractor with Single Semi Trailer	1	60
Truck Tractor with Two or More Trailers	0	4
Total	1	137

Note: Other includes Bus, Motor Home, Heavy Equipment, Other Type Motor Vehicles.

Source: Department of Transportation: Accident Records

FIGURE 3-1 FATALITIES BY TRAVEL MODE

1990

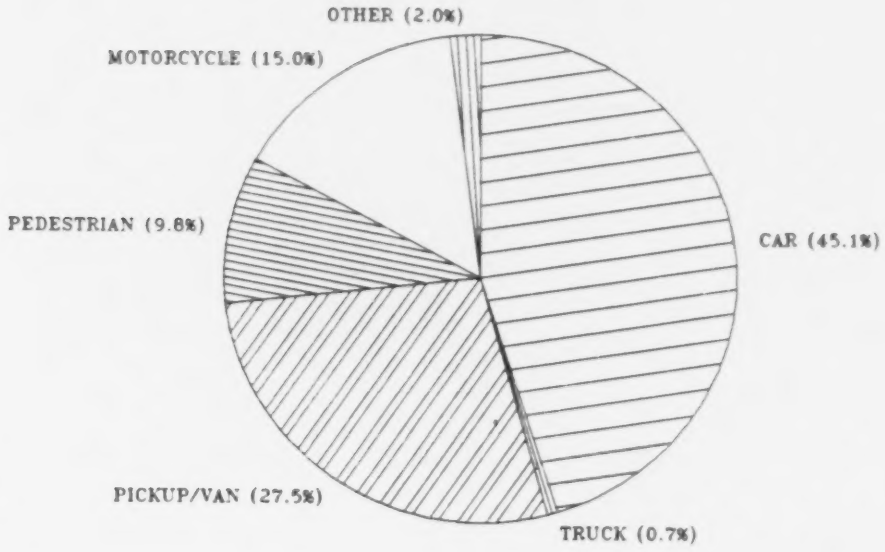


FIGURE 3-2 INJURIES BY TRAVEL MODE

1990

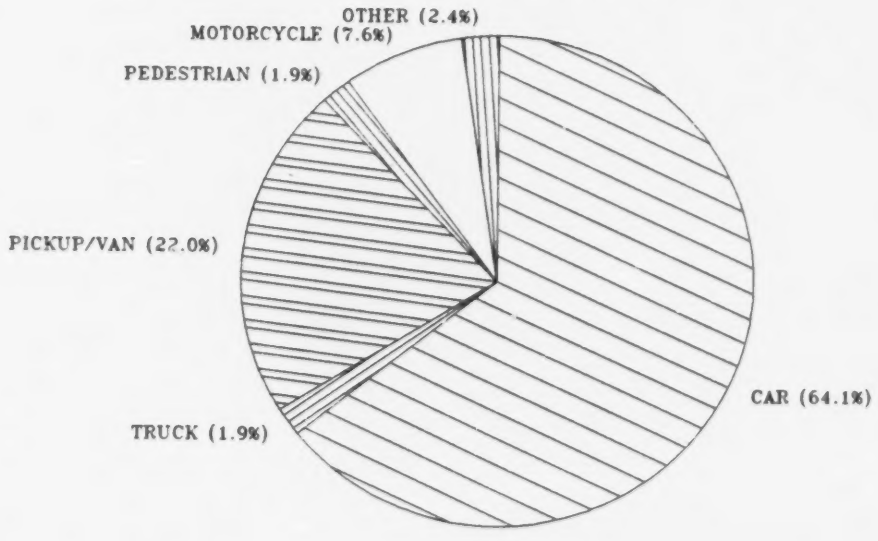


TABLE 3-3 provides information on all accident-involved vehicles by type. Motorcycles were involved in 22 or 11.5 percent of the vehicles involved in fatal accidents. Passenger cars made up 49.5 percent of the vehicles involved in fatal accidents and 64.6 percent of those involved in injury accidents.

TABLE 3-3
VEHICLE TYPES INVOLVED IN ACCIDENTS
1990

	All Accidents		Fatal Accidents		Injury Accidents		PDO Accidents	
	No.	%	No.	%	No.	%	No.	%
Passenger Cars	15,790	64.9	95	49.5	5,140	64.6	10,555	65.2
Pickups, Vans	6,827	28.1	60	31.3	1,995	25.1	4,772	29.5
Trucks (All)*	877	3.6	10	5.2	269	3.4	598	3.7
Motorcycle	541	2.2	22	11.5	474	6.0	45	0.3
Farm Machinery or Heavy Equipment	72	0.3	2	1.0	31	0.4	39	0.2
Bus	56	0.2	0	0.0	14	0.2	42	0.3
Motor Home	35	0.1	1	0.5	7	0.1	27	0.2
Moped	5	0.0	0	0.0	5	0.1	0	0.0
Snowmobile	1	0.0	0	0.0	0	0.0	1	0.0
Other or Unknown	129	0.5	2	1.0	23	0.3	104	0.6
Total	24,333	100	192	100	7,958	100	16,183	100

*Trucks	All Accd.	Fatal Accd.	Injury Accd.	PDO Accd.
Straight Truck	380	2	132	246
Straight Truck with Trailer	65	0	15	50
Truck Tractor Only	18	0	8	10
Truck Tractor with Single Semi Trailer	393	8	109	276
Truck Tractor with Two or More Trailers	21	0	5	16
Total	877	10	269	598

Source: Department of Transportation: Accident Records

TABLE 3-4 provides information on the ages of persons killed and injured. The ages of 16 through 18 represent 12.4 percent of the killed persons and 14.4 percent of the injured persons.

TABLE 3-4
FATALITIES AND INJURIES
BY AGE GROUP
1990

	Fatalities		Injuries	
	No.	%	No.	%
0 - 5	2	1.3	172	2.4
6 - 13	5	3.3	480	6.6
14 - 15	6	3.9	450	6.2
16 - 18	19	12.4	1,045	14.4
19 - 20	11	7.2	541	7.5
21 - 24	11	7.2	741	10.2
25 - 34	29	19.0	1,356	18.7
35 - 44	18	11.8	942	13.0
45 - 54	13	8.5	488	6.7
55 - 64	15	9.8	370	5.1
65-Over	23	15.0	629	8.7
Unknown	1	0.7	47	0.6
Total	153	100	7,261	100

Source: Department of Transportation: Accident Records

First Harmful Event

The initial incident which causes injury or damage is referred to as the first harmful event. A motor vehicle collision with a fixed object represented 23 percent of the fatal accidents and only 17 percent of the total accidents (see TABLE 3-5). Animal involved accidents accounted for 14 percent of the total accidents. This is an upward trend.

TABLE 3-5
FIRST HARMFUL EVENT
1990

First Harmful Event	Total Accidents No.	%	Fatal Accidents No.	%	Injury Accidents No.	%	PDO Accidents No.	%
Motor Vehicle Collision With:								
Another MV (Not Parked)	7,638	50.7	49	35.3	2,640	54.8	4,949	48.9
A Fixed or Other Object	2,514	16.7	32	23.0	844	17.5	1,638	16.2
An Animal	2,120	14.1	2	1.4	88	1.8	2,030	20.1
A Parked Motor Vehicle	837	5.6	0	0.0	116	2.4	721	7.1
A Pedestrian	132	0.9	14	10.1	118	2.4	0	0.0
A Bicyclist	139	0.9	3	2.2	133	2.8	3	0.0
A Railroad Vehicle	20	0.1	1	0.7	15	0.3	4	0.0
Non-Collision (Overturning or Other)	1,673	11.1	38	27.3	866	18.0	769	7.6
Total	15,073	100	139	100	4,820	100	10,114	100

Source: Department of Transportation: Accident Records

Manner of Collision

The most common type or manner of collision between two or more vehicles is an angle collision which usually occur at an intersection. Angle collisions constitute 34.7 percent of the fatal collisions, 31.8 percent of the injury collisions, and 29.2 percent of the property damage only collisions. Rear-end collisions are second in prevalence accounting for 37.0 percent of the injury collisions and 26.4 percent of the property damage collisions. Head-on collisions are over represented in fatal accidents where they account for 44.9 percent of the collisions as compared to only 2.9 percent of the total collisions (see TABLE 3-6).

TABLE 3-6
MANNER OF COLLISION FOR ACCIDENTS INVOLVING A COLLISION
BETWEEN TWO OR MORE MOTOR VEHICLES
1990

Manner of Collision	Total Accidents No.	%	Fatal Accidents No.	%	Injury Accidents No.	%	PDO Accidents No.	%
Rear-End	2,291	30.0	9	18.4	977	37.0	1,305	26.4
Head-On	219	2.9	22	44.9	114	4.3	83	1.7
Angle	2,299	30.1	17	34.7	839	31.8	1,443	29.2
Sideswipe-Same Direction	599	7.8	0	0.0	119	4.5	480	9.7
Sideswipe-Opposite Dir.	156	2.0	0	0.0	32	1.2	124	2.5
Turning Movement	1,667	21.8	1	2.0	510	19.3	1,156	23.4
Backing Movement	407	5.3	0	0.0	49	1.9	358	7.2
Total	7,638	100	49	100	2,640	100	4,949	100

Source: Department of Transportation: Accident Records

Highway System

The number of reported accidents by highway system is presented in TABLE 3-7. Injury and PDO accidents happened predominately within city limits. City streets and alleys experienced 35.3 percent of the PDO accidents and 33 percent of the injury accidents.

Seventy-five percent of the fatal accidents occurred on noninterstate rural roads with 60 fatal accidents on U.S./State highways and 44 on County/Local roads. The Interstate system experiences less than ten percent of the total accidents while accounting for an estimated 20 percent of the vehicle miles traveled in 1990 (see FIGURES 3-3 and 3-4).

TABLE 3-7
ACCIDENTS BY TYPE OF HIGHWAY
1990

Type of Highway	Total Accidents Number	%	Fatal Accidents Number	%	Injury Accidents Number	%	PDO Accidents Number	%
Interstate	1,426	9.5	14	10.1	364	7.6	1,048	10.4
US/State Hwys.-Rural	2,704	17.9	60	43.2	775	16.1	1,869	18.5
Co./Local Rds.-Rural	2,928	19.4	44	31.7	971	20.1	1,913	18.9
US/State Hwys.-City	2,837	18.8	8	5.8	1,120	23.2	1,709	16.9
City Streets/Alleys	5,178	34.4	13	9.4	1,590	33.0	3,575	35.3
Total	15,073	100	139	100	4,820	100	10,114	100

Source: Department of Transportation: Accident Records

FIGURE 3-3 1990 TRAFFIC ACCIDENTS

By Highway System Type

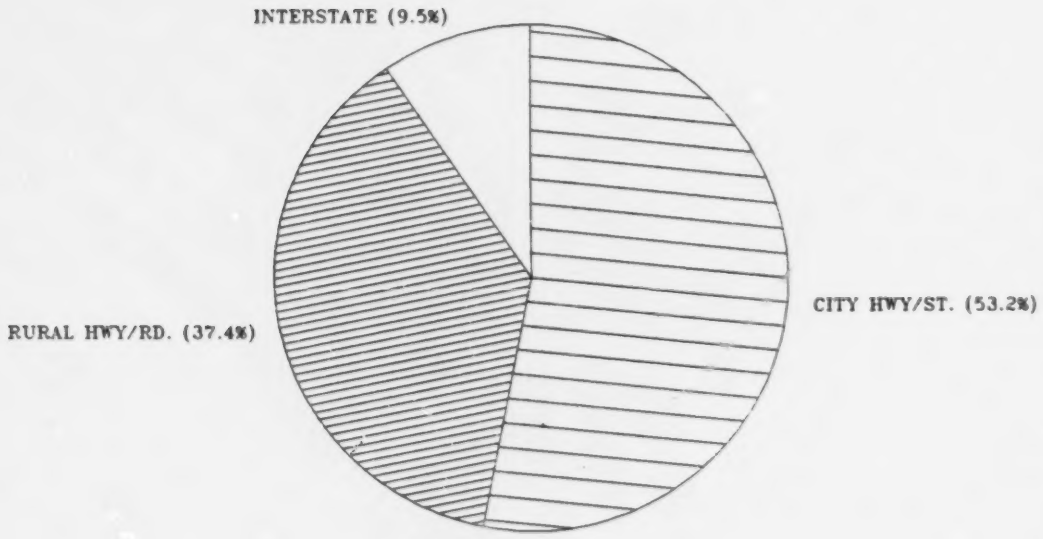
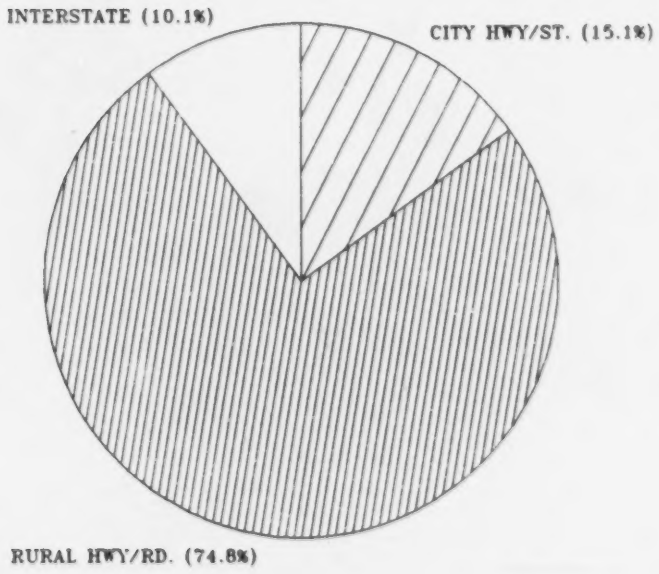


FIGURE 3-4 1990 FATAL TRAFFIC ACCID'S

By Highway System Type



County Summary

TABLE 3-8 provides a summary of all reported accidents by county in South Dakota.

Rural fatal and injury accidents occurred predominately in eleven counties (see TABLE 3-9). Each of these counties reported at least two percent of all rural fatal and injury accidents. The eleven accounted for 53.3 percent of rural fatal and injury accidents and 23.0 percent of all fatal and injury accidents in South Dakota. Pennington County had 10.8 percent of all rural fatal and injury accidents with Minnehaha and Lawrence counties accounting for 7.2 and 8.5 percent, respectively. FIGURE 3-5 presents the percentage involvement of rural fatal and injury accidents and compares this to the percentage of rural vehicle miles traveled in these counties.

City Summary

Reported traffic accidents within South Dakota's cities (population of 2,500 and more) are presented in TABLE 3-10. These cities reported 53.3 percent of the statewide injury accidents and 12.2 percent of the fatal accidents. The two largest cities (Sioux Falls, Rapid City) accounted for 59.1 percent of fatal and injury accidents and 53.9 percent of the property damage only accidents that occurred in cities with populations of 2,500 or more.

Roadway Surface Conditions

The majority of the accidents occurred on dry roads, including fatal and injury accidents (see TABLE 3-11). Combining similar "bad" road conditions, ice, snow, frost, and slush accounts for 17.0 percent of all reported property damage accidents and 10.5 percent of all fatal and injury accidents. Nearly 80 percent of all fatal and injury accidents occurred on dry roads.

Contributing Circumstances (Vision Obscurement and Other)

Contributing circumstances at the accident level involve two categories: vision obscurement and other. The reporting officer may include one, two, or no contributing circumstances for each category. Vision obscurement refers to conditions such as: fog or smoke, blowing soil, dirt or sand, rain, snow, sleet or hail, windshield or window obscured, glare from sun or lights, trees or other vegetation, snowbank, etc. Vision obscurement as a contributing circumstance was indicated in 19.8 percent of all accidents with two separate vision obscurements being reported in less than two percent of all accidents. Rain, snow, sleet or hail was the most frequently reported vision obscurement and was indicated as a problem in 5.1 percent of all accidents.

Contributing Circumstances - Other - was reported in 29.1 percent of all accidents with two Contributing Circumstances-Other being reported in 1.9 percent of all accidents. These contributing circumstances include wind conditions, slippery surface, road shoulder conditions, objects or animals in the road, phantom vehicle, pedestrians, bicyclists, road construction conditions, rough roads, and faulty or missing traffic control devices. The most common condition reported was slippery surface, and it was reported as a factor in 14.5 percent of all accidents.

TABLE 3-8
REPORTED TRAFFIC ACCIDENTS
SOUTH DAKOTA COUNTIES
1990

County	Total Accd.	Fatal Accd.	Injury Accd.	PDO Accd	Fatalities	Injuries
AURORA	71	1	18	52	1	27
BEADLE	338	6	111	221	6	173
BENNETT	26	0	8	18	0	13
BON HOMME	81	0	27	54	0	38
BROOKINGS	512	4	138	370	4	202
BROWN	909	5	306	598	5	432
BRULE	137	1	25	111	1	35
BUFFALO	16	1	9	6	1	21
BUTTE	154	4	51	99	4	86
CAMPBELL	29	0	4	25	0	5
CHARLES MIX	108	2	36	70	2	60
CLARK	90	2	9	79	3	18
CLAY	152	2	62	88	2	98
CODINGTON	477	5	167	305	5	259
CORSON	58	2	23	33	2	38
CUSTER	238	3	75	160	4	128
DAVISON	550	3	163	384	3	261
DAY	113	3	28	82	5	39
DEUEL	82	0	22	60	0	31
DEWEY	105	0	25	80	0	44
DOUGLAS	30	0	8	22	0	11
EDMUNDS	88	0	12	76	0	17
FALL RIVER	103	2	31	70	2	52
FAULK	42	2	10	30	2	12
GRANT	117	5	35	77	5	45
GREGORY	63	0	24	39	0	36
HAAKON	76	0	16	60	0	24
HAMLIN	111	1	19	91	1	26
HAND	93	0	23	70	0	29
HANSON	70	1	12	57	1	21
HARDING	34	0	6	28	0	6
HUGHES	342	1	98	243	1	157
HUTCHINSON	85	1	22	62	1	33
HYDE	18	0	9	9	0	10
JACKSON	77	1	25	51	1	51
JERAULD	54	0	9	45	0	11
JONES	55	0	20	35	0	32
KINGSBURY	128	1	19	108	1	28
LAKE	230	2	51	177	3	75
LAWRENCE	778	6	238	534	7	350
LINCOLN	319	3	114	202	4	158
LYMAN	105	1	23	81	1	36
MC COOK	100	0	33	67	0	51
MC PHERSON	16	0	6	10	0	9

TABLE 3-8 (continued)

County	Total Accd.	Fatal Accd.	Injury Accd.	PDO Accd	Fatalities	Injuries
MARSHALL	75	3	31	41	3	39
MEADE	421	6	160	255	6	216
MELLETTE	19	3	5	11	3	11
MINER	80	0	21	59	0	27
MINNEHAHA	3,065	16	1,050	1,999	16	1,537
MOODY	160	2	42	116	3	59
PENNINGTON	2,333	8	885	1,440	9	1,369
PERKINS	49	1	19	29	1	27
POTTER	54	1	13	40	1	21
ROBERTS	93	2	40	51	2	61
SANBORN	56	2	11	43	2	13
SHANNON	106	3	32	71	4	56
SPINK	158	0	34	124	0	48
STANLEY	67	1	23	43	1	34
SULLY	44	1	6	37	1	16
TODD	44	7	15	22	9	48
TRIPP	125	0	36	89	0	43
TURNER	132	1	44	87	1	66
UNION	193	3	55	135	3	96
WALWORTH	68	1	19	48	1	36
YANKTON	326	5	103	218	6	141
ZIEBACH	25	2	6	17	3	9
Total:	15,073	139	4,820	10,114	153	7,261

Source: Department of Transportation: Accident Records

TABLE 3-9
COUNTIES HAVING MORE THAN TWO PERCENT OF THE
RURAL FATAL & INJURY ACCIDENTS
1990

County	Rural Fatal & Injury Accidents	Percent of All Rural Fatal & Injury Accidents	Percent of Rural VMTS
PENNINGTON	231	10.8	5.8
LAWRENCE	181	8.5	3.1
MINNEHAHA	153	7.2	5.6
MEADE	114	5.3	2.9
LINCOLN	100	4.7	3.6
BROWN	83	3.9	3.2
CUSTER	71	3.3	1.7
BROOKINGS	69	3.2	2.4
YANKTON	52	2.4	1.6
UNION	44	2.1	3.3
CODINGTON	43	2.0	2.4

Note: Total Rural Fatal and Injury Accidents: 2,139

Source: Department of Transportation: Accident Records

FIGURE 3-5 RURAL F&I ACC/VMT'S

SELECTED COUNTIES

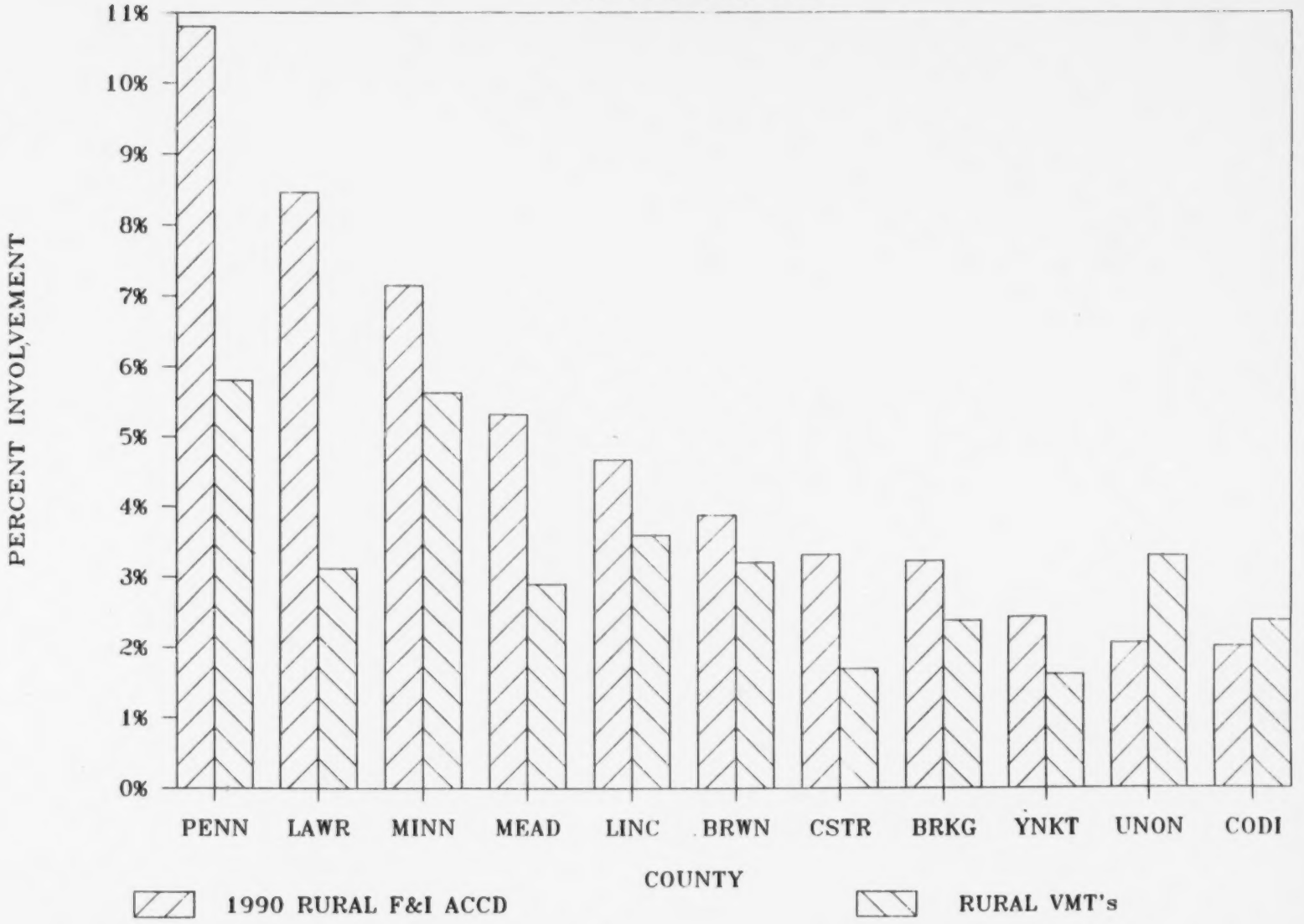


TABLE 3-10
TRAFFIC ACCIDENTS SOUTH DAKOTA CITIES
POPULATION 2500 AND OVER
1990

City	Total Accd.	Fatal Accd.	Injury Accd.	PDO Accd.	Fatalities	Injuries
Aberdeen	635	1	225	409	1	312
Belle Fourche	51	0	20	31	0	29
Box Elder	54	0	16	38	0	20
Brandon City	23	0	8	15	0	11
Brookings	228	1	70	157	1	99
Canton	35	0	7	28	0	10
Hot Springs	38	0	9	29	0	11
Huron	209	1	83	125	1	120
Lead	68	0	18	50	0	22
Madison	87	1	23	63	2	28
Milbank	69	0	20	49	0	24
Mitchell	435	1	131	303	1	205
Mobridge	29	1	6	22	1	13
Pierre	278	0	84	194	0	139
Rapid City	1,580	1	637	942	1	984
Redfield	39	0	13	26	0	18
Sioux Falls	2,423	6	885	1,532	6	1,294
Sisseton	17	0	7	10	0	11
Spearfish	120	0	31	89	0	38
Sturgis	125	1	51	73	1	67
Vermillion	72	0	31	41	0	40
Watertown	303	1	125	177	1	175
Winner	65	0	18	47	0	22
Yankton	191	2	51	138	3	69

Source: Department of Transportation: Accident Records

TABLE 3-11
ROADWAY SURFACE CONDITIONS
1990

	Total Accidents		Fatal Accidents		Injury Accidents		PDO Accidents	
	No.	%	No.	%	No.	%	No.	%
Dry	11,356	75.3	125	89.9	3,819	79.2	7,412	73.3
Wet	1,340	8.9	3	2.2	457	9.5	880	8.7
Ice	1,234	8.2	7	5.0	282	5.9	945	9.3
Frost	72	0.5	2	1.4	20	0.4	50	0.5
Slush	179	1.2	2	1.4	47	1.0	130	1.3
Snow	751	5.0	0	0.0	161	3.3	590	5.8
Mud	25	0.2	0	0.0	6	0.1	19	0.2
Other	41	0.3	0	0.0	17	0.4	24	0.2
Not Stated	1	0.0	0	0.0	0	0.0	1	0.0
Unknown	74	0.5	0	0.0	11	0.2	63	0.6
Total:	15,073	100	139	100	4,820	100	10,114	100

Source: Department of Transportation: Accident Records

Accidents by Time of Day, Month, and Day of Week

The late afternoon, 3:00-5:59 p.m., was the peak three-hour period for accidents to occur. Twenty-two percent of property damage only and 24.7 percent of injury accidents occurred during this time period. The one-hour period, 3:00 p.m.-4:00 p.m., had the most fatal accidents (16) and the most fatalities (18) (see TABLE 3-12).

The month of August had the most fatal accidents (27) or 19.4 percent of the total fatal accidents for the year and it set an all time record for the most injuries recorded during any one month period. The 991 injuries recorded for August represented 13.6 percent of total injuries for 1990.

Friday and Saturday account for 34.8 percent of the injury accidents and 36.0 percent of the fatal accidents (see TABLE 3-14).

FIGURES 3-6 through 3-8 illustrate the trends of time of day, month, and day of week.

TABLE 3-12
ACCIDENTS BY TIME OF DAY
1990

Time	Total Accd.	Fatal Accd.	Injury Accd.	PDO Accd.	Fatalities	Injuries
Midnight	385	5	128	252	5	191
1:00 AM	358	6	139	213	7	209
2:00 AM	323	12	126	185	15	184
3:00 AM	201	2	84	115	2	107
4:00 AM	144	3	48	93	5	71
5:00 AM	208	1	46	161	1	55
6:00 AM	327	2	65	260	2	95
7:00 AM	602	7	179	416	8	250
8:00 AM	595	5	184	406	5	250
9:00 AM	503	4	141	358	6	200
10:00 AM	570	4	172	394	4	262
11:00 AM	738	9	231	498	9	348
12:00 PM	871	5	296	570	5	457
1:00 PM	757	3	261	493	3	402
2:00 PM	873	8	300	565	9	469
3:00 PM	1,165	16	390	759	18	609
4:00 PM	1,097	3	400	694	3	587
5:00 PM	1,182	4	402	776	4	607
6:00 PM	901	5	276	620	5	417
7:00 PM	779	12	248	519	12	377
8:00 PM	635	3	177	455	3	311
9:00 PM	728	7	202	519	9	307
10:00 PM	603	5	163	435	5	246
11:00 PM	449	6	148	295	6	234
Unknown	79	2	14	63	2	16
	15,073	139	4,820	10,114	153	7,261

Source: Department of Transportation: Accident Records

TABLE 3-13
ACCIDENTS BY MONTH
1990

Month	Total Accd.	Fatal Accd.	Injury Accd.	PDO Accd.	Fatalities	Injuries
JANUARY	925	12	244	669	12	346
FEBRUARY	997	5	269	723	5	394
MARCH	1,083	10	333	740	11	505
APRIL	980	7	368	605	7	543
MAY	1,078	6	358	714	7	528
JUNE	1,425	14	461	950	17	701
JULY	1,397	13	531	853	14	810
AUGUST	1,438	27	619	792	28	991
SEPTEMBER	1,200	12	434	754	14	645
OCTOBER	1,442	13	394	1,035	15	598
NOVEMBER	1,547	11	420	1,116	11	621
DECEMBER	1,561	9	389	1,163	12	579
Total	15,073	139	4,820	10,114	153	7,261

Source: Department of Transportation: Accident Records

TABLE 3-14
ACCIDENTS BY DAY OF WEEK
1990

Day	Total Accd.	Fatal Accd.	Injury Accd.	PDO Accd.	Fatalities	Injuries
SUNDAY	1,787	24	594	1,169	30	973
MONDAY	1,957	16	643	1,298	18	934
TUESDAY	2,041	20	611	1,410	21	916
WEDNESDAY	2,074	16	632	1,426	20	928
THURSDAY	2,066	13	664	1,389	13	931
FRIDAY	2,775	22	874	1,879	23	1,303
SATURDAY	2,373	28	802	1,543	28	1,276
Total	15,073	139	4,820	10,114	153	7,261

Source: Department of Transportation: Accident Records

FIGURE 3-6 ACCIDENTS BY TIME OF DAY

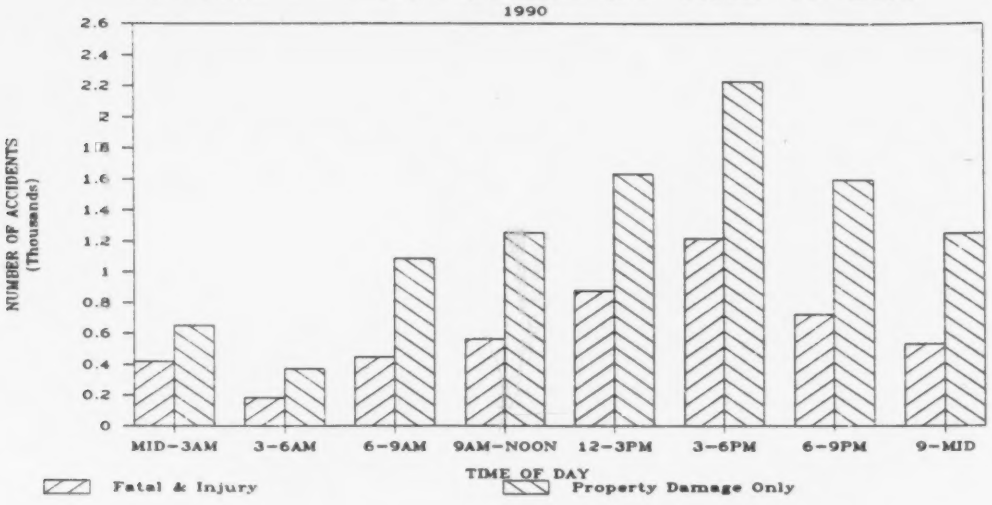


FIGURE 3-7 ACCIDENTS BY MONTH

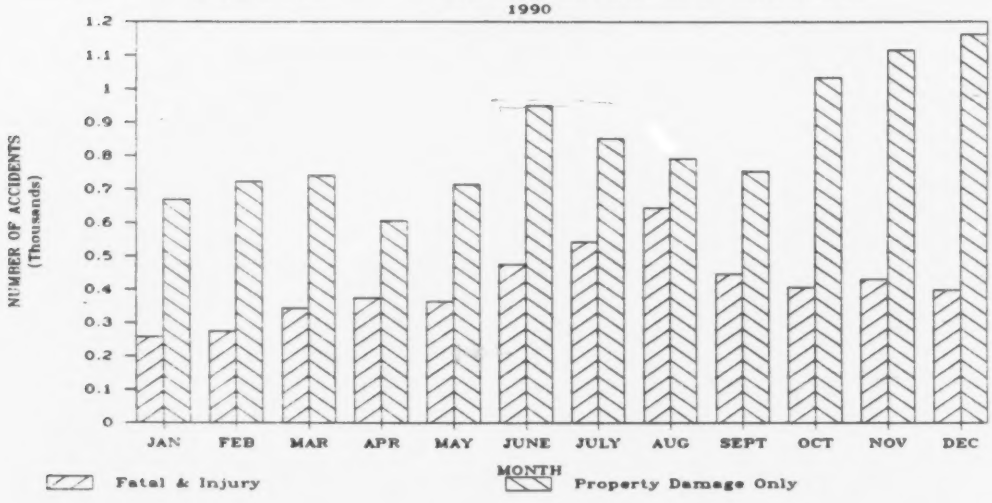
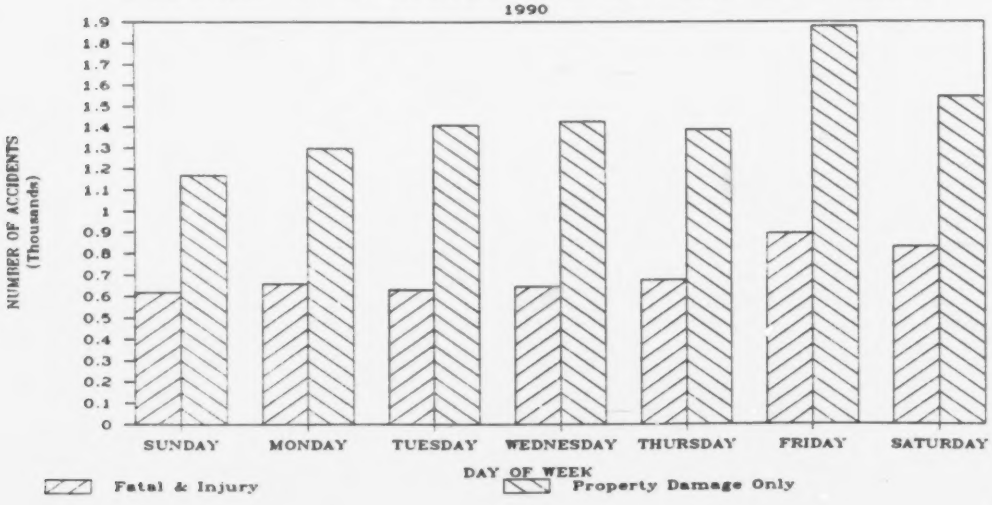


FIGURE 3-8 ACCIDENTS BY DAY OF WEEK



Drivers

There were 23,172 motor vehicle drivers in the 15,073 reported motor vehicle accidents, including 191 drivers in fatal accidents and 7,760 drivers in injury accidents. One hundred drivers were killed, which is 65.4 percent of all persons killed in motor vehicle accidents and 63.8 percent or 4,635 of the 7,261 injured were drivers.

Young drivers are involved in more accidents than any other age group (see TABLE 3-15). In reported accidents 35.4 percent of the drivers were under 25 years of age and 57.8 percent are under 35. Age of drivers involved in fatal and injury accidents follow the pattern of drivers in all accidents. Those drivers under 25 represent 30.4 percent of the drivers involved in fatal accidents and 37.4 percent of the drivers in injury accidents. Drivers under the age of 35 make up 48.7 percent of the drivers in fatal accidents and 60.1 percent of the drivers in injury accidents. There were 7 drivers under age 16 involved in fatal accidents during 1990.

TABLE 3-15
AGE OF DRIVERS IN ACCIDENTS
1990

Age	Drivers In All Accidents No.	%	Drivers In Fatal Accidents No.	%	Drivers In Injury Accidents No.	%	Drivers In PDO Accidents No.	%
6-13	39	0.2	1	0.5	20	0.3	18	0.1
14-15	845	3.6	6	3.1	333	4.3	506	3.3
16-18	3,024	13.1	20	10.5	1,095	14.1	1,909	12.5
19-20	1,756	7.6	12	6.3	607	7.8	1,137	7.5
21-24	2,530	10.9	19	9.9	851	11.0	1,660	10.9
25-34	5,201	22.4	35	18.3	1,755	22.6	3,411	22.4
35-44	3,743	16.2	37	19.4	1,238	16.0	2,468	16.2
45-54	2,069	8.9	20	10.5	650	8.4	1,399	9.2
55-64	1,594	6.9	16	8.4	464	6.0	1,114	7.3
65-Over	2,169	9.4	22	11.5	707	9.1	1,440	9.5
Unknown	202	0.9	3	1.6	40	0.5	159	1.0
Total	23,172	100	191	100	7,760	100	15,221	100

Source: Department of Transportation: Accident Records

Drinking drivers are of major concern because of the number of alcohol-involved serious accidents. TABLE 3-16 provides information on the age of drinking drivers in motor vehicle accidents. There were a reported 1,693 drinking drivers in all accidents which is 7.3 percent of all drivers in accidents. Seventy-three or 38.2 percent of drivers in fatal accidents had been drinking while 11.5 percent of the drivers involved in injury accidents had been drinking. Young drivers are predominantly the drinking drivers in accidents. Thirteen drivers or 17.8 percent of the drinking drivers in fatal accidents were under the legal age to drink. Those drivers under 25 years of age accounted for 32.9 percent of the drinking drivers in fatal accidents, and 41.1 percent of the drinking drivers in injury accidents. Those drivers under 35 years of age accounted for 68.5 percent the drinking drivers in fatal accidents and 74.7 percent of the drinking drivers in all accidents.

TABLE 3-16
AGE OF DRINKING DRIVERS IN ACCIDENTS
1990

Age	Drivers In All Accidents No.	%	Drivers In Fatal Accidents No.	%	Drivers In Injury Accidents No.	%	Drivers In PDO Accidents No.	%
6-13	2	0.1	0	0.0	1	0.1	1	0.1
14-15	19	1.1	2	2.7	11	1.2	6	0.8
16-18	195	11.5	8	11.0	112	12.5	75	10.4
19-20	171	10.1	3	4.1	83	9.3	85	11.7
21-24	314	18.5	11	15.1	161	18.0	142	19.6
25-34	563	33.3	26	35.6	303	33.8	234	32.3
35-44	255	15.1	11	15.1	141	15.7	103	14.2
45-54	88	5.2	4	5.5	43	4.8	41	5.7
55-64	50	3.0	4	5.5	25	2.8	21	2.9
65-Over	22	1.3	2	2.7	11	1.2	9	1.2
Unknown	14	0.8	2	2.7	5	0.6	7	1.0
Total	1,693	100	73	100	896	100	724	100

Source: Department of Transportation: Accident Records

TABLE 3-17 compares age of drivers in fatal and injury accidents, drinking drivers in fatal and injury accidents, and speeding drivers in fatal and injury accidents with licensed drivers by age. Again the young driver is over represented as those drivers in fatal and injury accidents, drinking drivers in fatal and injury accidents, and speeding drivers in fatal and injury accidents. Over 18 percent of the licensed drivers in South Dakota were under 25, but 40.5 percent of the drinking drivers in fatal and injury accidents and 54.5 percent of the speeding drivers in fatal and injury accidents were under 25 years of age. Over seventy-four percent of the drinking drivers and 77.6 percent of the speeding drivers drivers in fatal and injury accidents were under 35 years of age while drivers under 35 years of age constitute 39.5 percent of all licensed drivers (also see FIGURES 3-9 and 3-10).

TABLE 3-17
LICENSED DRIVERS AND FATAL AND INJURY ACCIDENT-INVOLVED DRIVERS BY AGE
1990

Age	Licensed Drivers %	Drivers In Fatal & Injury Accidents No.	%	Drinking Drivers In Fatal & Injury Accidents No.	%	Speeding Drivers In Fatal & Injury Accidents No	%
0-13	0.0	21	0.3	1	0.1	8	0.7
14-15	1.8	339	4.3	13	1.3	77	6.3
16-17	3.3	759	9.5	70	7.2	173	14.2
18	1.8	356	4.5	50	5.2	81	6.6
19	1.9	330	4.2	45	4.6	74	6.1
20	2.0	289	3.6	41	4.2	68	5.6
21-24	7.4	870	10.9	172	17.8	184	15.1
25-34	21.3	1,790	22.5	329	34.0	282	23.1
35-44	19.6	1,275	16.0	152	15.7	144	11.8
45-54	12.3	670	8.4	47	4.9	55	4.5
55-64	11.4	480	6.0	29	3.0	35	2.9
65-Over	17.1	729	9.2	13	1.3	34	2.8
Unknown	0.0	43	0.5	7	0.7	5	0.4
TOTAL	100	7,951	100	969	100	1,220	100

Sources: Department of Transportation: Accident Records
Department of Commerce & Regulation: Driver License Issuance

FIGURE 3-9 DRIVERS BY AGE GROUP 1990

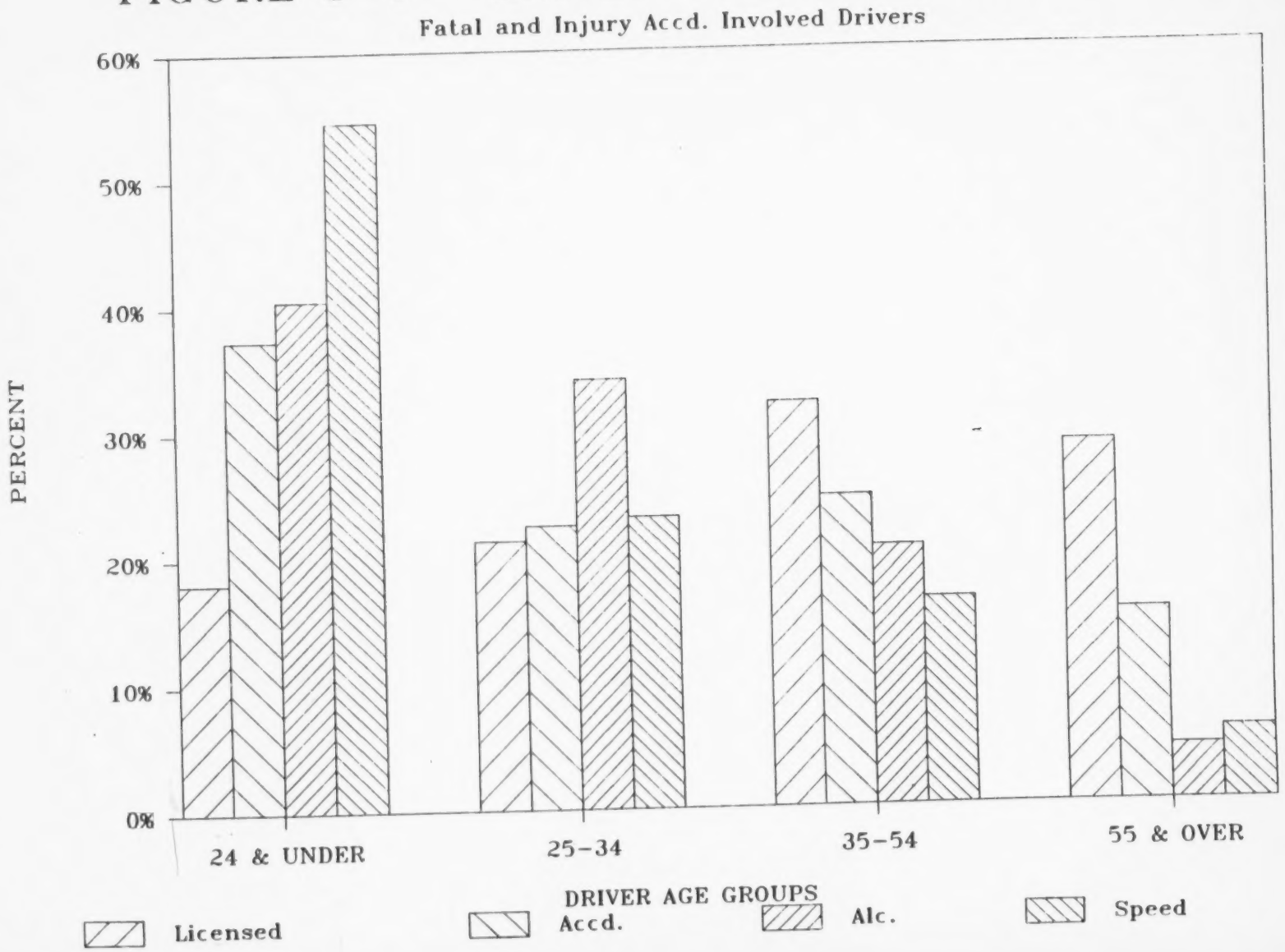
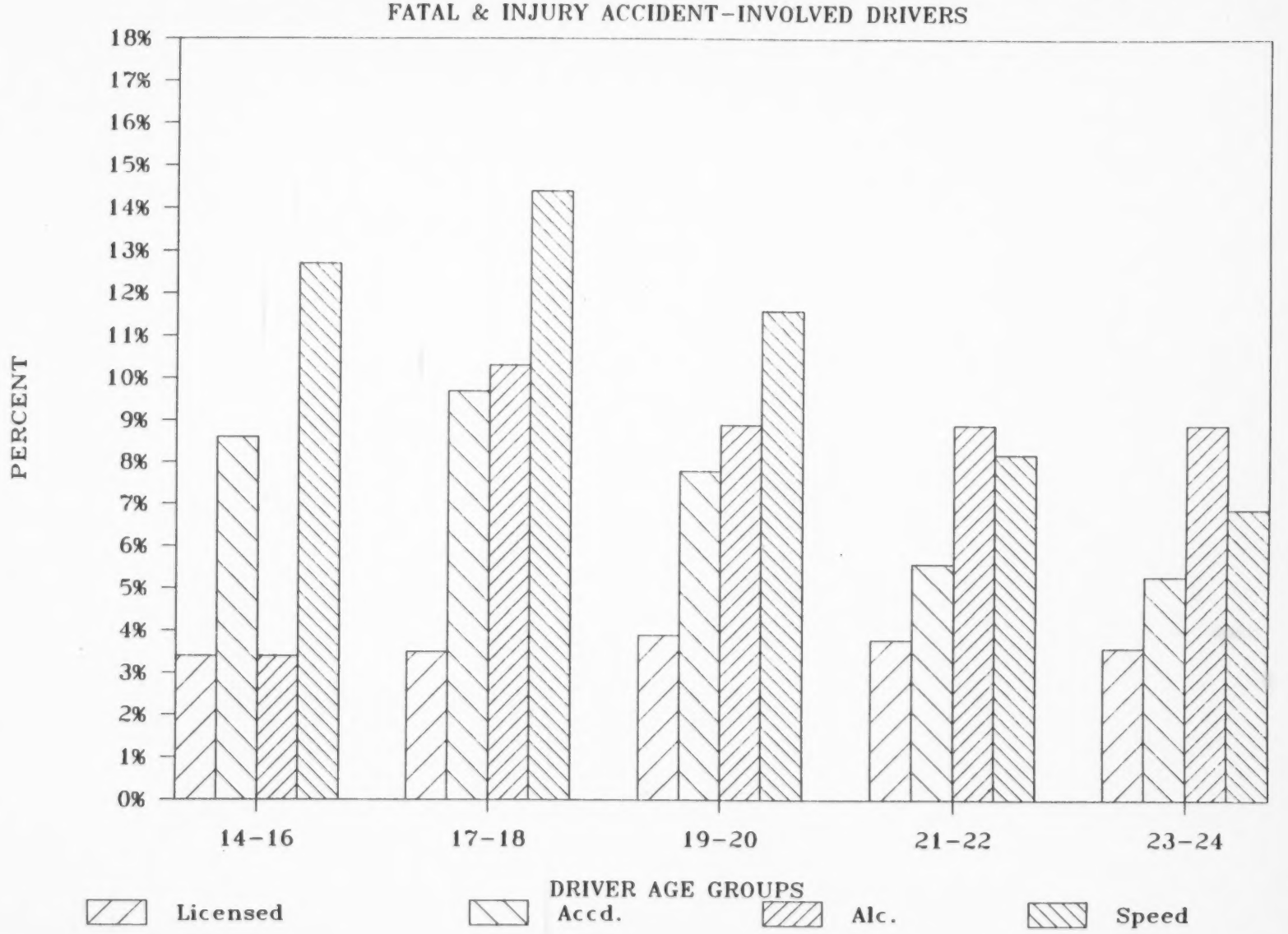


FIGURE 3-10 YOUNG DRIVERS 1990



Driver actions are reported to indicate possible factors that may have contributed to the accidents. These factors are referred to as driver contributing circumstances. Drinking was the leading driver contributing circumstance in fatal accidents during 1990. It was indicated that the drinking of 73 or 38.2 percent of the drivers in fatal accidents contributed to the accident. Exceeding the speed limit and driving on the wrong side of the road were the other leading driver contributing circumstance in fatal accidents. Failing to yield to another vehicle was the leading contributing circumstance in injury accidents. Drinking and exceeding a safe speed but not the legal limit were other leading driver contributing circumstances in injury accidents (see TABLE 3-18).

TABLE 3-18
MOTOR VEHICLE DRIVER CONTRIBUTING CIRCUMSTANCES
1990

	Total Accidents		Fatal Accidents		Injury Accidents		PDO Accidents	
	No.	%	No.	%	No.	%	No.	%
No Contributing Circumstances	11,866	51.2	53	27.7	3,530	45.5	8,283	54.4
Drinking	1,693	7.3	73	38.2	896	11.5	724	4.8
Exceeded Speed Limit	1,120	4.8	34	17.8	566	7.3	520	3.4
Wrong Side of Road	444	1.9	32	16.8	196	2.5	216	1.4
Exceeded Safe Speed But Not Limit	1,675	7.2	14	7.3	606	7.8	1,055	6.9
Failed to Yield to Vehicle	3,177	13.7	12	6.3	1,108	14.3	2,057	13.5
Failed to Stop for Stop Sign or Flashing Red	378	1.6	7	3.7	200	2.6	171	1.1
Fell Asleep	375	1.6	4	2.1	183	2.4	188	1.2
Improper Passing	271	1.2	4	2.1	82	1.1	185	1.2
Distracted by Object/ Person in Car	566	2.4	4	2.1	221	2.8	341	2.2
Improper Turn	613	2.6	1	0.5	180	2.3	432	2.8
Following Too Closely	1,179	5.1	2	1.0	493	6.4	684	4.5
Improper Backing	396	1.7	0	0.0	39	0.5	357	2.3
Other*	2,323	10.0	40	20.9	876	11.3	1,407	9.2
Unknown	587	2.5	11	5.8	200	2.6	376	2.5
Total Drivers	23,172		191		7,760		15,221	

Note: The investigating officer may assign from zero to three contributing circumstances to each driver; therefore, the number of drivers in motor vehicle accidents does not equal the number of contributing circumstances. The number of drivers having drinking as a contributing circumstance is equal to the number of reported drinking drivers in accidents.

*Other includes driving under posted minimum, failed to yield to pedestrian, disregarded stop and go signal, disregarded other traffic control devices, improper signal or failure to signal, turning from wrong lane, improper lane change, improper start from parked position, improper parking, failure to comply with license restrictions, drugs, illness, physical impairment, and illegally in roadway.

Source: Department of Transportation: Accident Records

Motorcycles

Motorcycle accidents constitute 3.3 percent of all accidents, 14.4 percent of all fatal accidents, and 9.0 percent of all injury accidents. There were 23 people killed and 555 injured on motorcycles in the 492 reported motorcycle accidents during 1990. The number of motorcycle accidents increased 23 percent during 1990 when compared to a 3 year average while the number of licensed motorcyclists have increased 2.7 percent (see TABLE 2-7). The young motorcycle driver is over represented in accidents when compared to their portion of licensed motorcycle operators. The percentage of all accident-involved motorcycle drivers under 20 years of age is 20.7 percent and 48.1 percent are under 30 (see TABLE 3-19 and FIGURE 3-11).

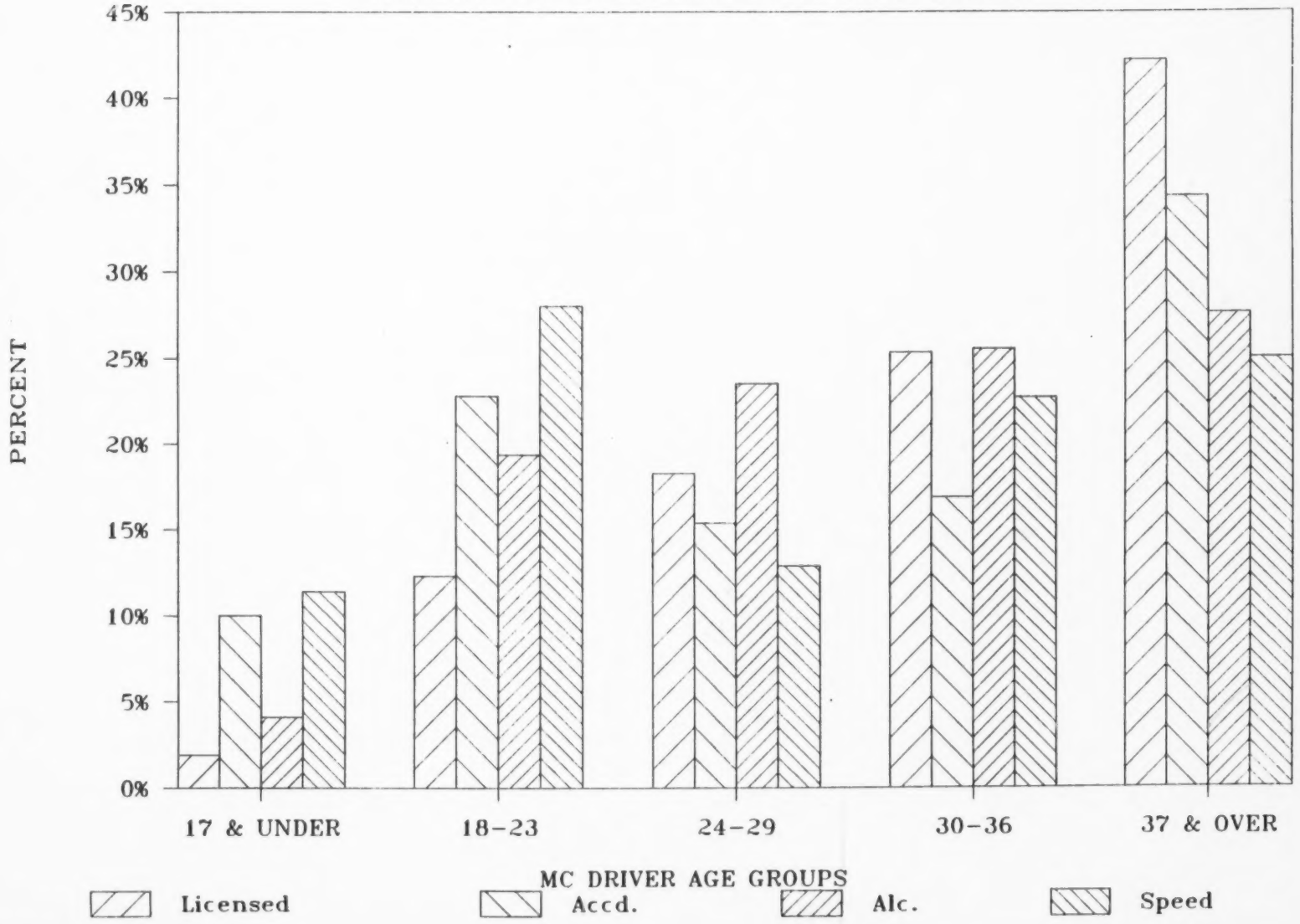
TABLE 3-19
MOTORCYCLISTS BY AGE GROUP
1990

Age Group	Licensed Motorcyclists No.	%	Motorcycle Drivers In Accidents No.	%	Drinking Motorcycle Drivers In Accidents No.	%	Speeding Motorcycle Drivers In Accidents No.	%
0-13	0	0.0	7	1.3	0	0.0	2	1.5
14-15	178	0.4	10	1.9	0	0.0	2	1.5
16-17	714	1.5	37	6.9	4	4.1	11	8.3
18-19	1,345	2.9	58	10.7	5	5.1	18	13.6
20-21	2,070	4.5	41	7.6	8	8.2	12	9.1
22-23	2,255	4.9	24	4.4	6	6.1	7	5.3
24-25	2,415	5.2	25	4.6	6	6.1	9	6.8
26-27	2,796	6.1	28	5.2	10	10.2	4	3.0
28-29	3,235	7.0	30	5.6	7	7.1	4	3.0
30-31	3,324	7.2	20	3.7	2	2.0	5	3.8
32-36	8,376	18.1	71	13.1	23	23.5	25	18.9
37-41	6,806	14.7	53	9.8	11	11.2	15	11.4
42-51	7,097	15.4	93	17.2	13	13.3	13	9.8
52-Over	5,573	12.1	39	7.2	3	3.1	5	3.8
Unknown	0	0.0	4	0.7	0	0.0	0	0.0
Total	46,184	100	540	100	98	100	132	100

Sources: Department of Commerce & Regulation: Driver License Issuance
Department of Transportation: Accidents Records

FIGURE 3-11 MOTORCYCLISTS 1990

ACCIDENT-INVOLVED MOTORCYCLE & MOPED DRIVERS



Helmets were used by 123 or 24.1 percent of the motorcycle drivers in accidents while 387 or 75.9 percent did not wear a helmet (see TABLE 3-20). Twenty motorcycle drivers and three motorcycle passengers were killed during 1990; two were wearing a helmet. Three were wearing eye protection.

TABLE 3-20
HELMET USE BY MOTORCYCLE DRIVERS IN ACCIDENTS
1990

Age	Helmet Used No.	%	Helmet Not Used No.	%
6-13	1	16.7	5	83.3
14-15	6	66.7	3	33.3
16-17	16	48.5	17	51.5
18-20	24	32.0	51	68.0
21-24	8	15.4	44	84.6
25-34	24	18.8	104	81.3
35-44	17	13.9	105	86.1
45-Over	27	32.1	57	67.9
Unknown	0	0.0	1	100.0
Total	123	24.1	387	75.9

Note: Percentages are row percents.

Excludes unknown and other helmet usage.

Source: Department of Transportation: Accident Records

Pedestrians

There were fifteen pedestrian deaths and 138 injuries in motor vehicle accidents during 1990 (see TABLE 3-21). The youngest pedestrian killed was three years old, while the oldest was 87. Of the injured pedestrians, 34.8 percent were under 14 years of age and 58.0 percent were under 25 years of age. Eighty-seven percent of the pedestrian injuries occurred in a city (see TABLE 3-23). More male pedestrians were killed and injured than female pedestrians. Of the 15 pedestrians killed, 11 were male and 4 female. Of the 138 injured, 87 were male and 51 female.

During the last 20 years, there has been an average of 17 pedestrians killed in accidents each year. More pedestrians were killed (30) during 1972 than any other single year (see TABLE 2-8). Illegally in roadway was the most common contributing circumstance in pedestrian fatalities. Officers reported that five of the 15 pedestrians killed had been drinking alcohol (see TABLE 3-22). The average BAC of those pedestrians who had been drinking was 0.26 percent with BACs ranging from 0.16 percent to 0.36 percent.

TABLE 3-21
AGE OF PEDESTRIANS IN TRAFFIC ACCIDENTS
1990

	Fatalities		Injuries	
	No.	%	No.	%
0-5	1	6.7	14	10.1
6-13	3	20.0	34	24.6
14-19	2	13.3	19	13.8
20-24	0	0.0	13	9.4
25-34	1	6.7	8	5.8
35-44	0	0.0	14	10.1
45-54	2	13.3	8	5.8
55-64	1	6.7	7	5.1
65-Over	4	26.7	19	13.8
Unknown	1	6.7	2	1.4
Total	15	100	138	100

Source: Department of Transportation: Accident Records

TABLE 3-22
ALCOHOL INVOLVEMENT BY PEDESTRIANS
1990

Alcohol Involvement	Fatalities No.	%	Injuries No.	%
Alcohol or Drugs	5	33.3	18	13.0
No Alcohol	8	53.3	115	83.3
Unknown	2	13.3	5	3.6
Total	15	100	138	100

Source: Department of Transportation: Accident Records

TABLE 3-23
RURAL vs. CITY PEDESTRIAN ACCIDENTS
1990

	Fatalities	Injuries
Rural	8	18
City	7	120
Total	15	138

Source: Department of Transportation: Accident Records

Bicycles

There were three bicycle drivers killed and 132 injured in reported motor vehicle accidents during 1990 (see TABLE 3-24). There were three bicycle passengers injured during 1990. The leading factor in bicycle involved crashes was the bicycle driver failing to yield to a motor vehicle. Fifty of the bicycle drivers in accidents had no contributing circumstances. The yearly, 1970-1990 trend of bicycle fatalities and injuries is provided in TABLE 2-9.

TABLE 3-24
AGE OF BICYCLE DRIVERS IN TRAFFIC ACCIDENTS
1990

	Fatalities	Injuries	
	Number	Number	%
0-5	0	10	7.6
6-13	1	82	62.1
14-19	1	19	14.4
20-24	0	10	7.6
25-34	1	6	4.5
35-44	0	2	1.5
45-54	0	3	2.3
55-64	0	0	0.0
65-Over	0	0	0.0
Unknown	0	0	0.0
Total	3	132	100

Source: Department of Transportation: Accident Records

IV. GLOSSARY OF TERMS

Reportable Traffic Accident: motor vehicle traffic accident which involves death, injury or property damage to an apparent extent of five hundred dollars or more to any one person's property or accumulated property damage of one thousand dollars per accident.

Fatal Accident: motor vehicle traffic accident in which at least one person dies as the result of the accident and dies within 30 days of the date of the accident.

Injury Accident: motor vehicle accident in which at least one person was injured and no one was killed.

Property Damage Only (PDO) Accident: motor vehicle accident in which no one was killed or injured but there was property damage to an apparent extent of five hundred dollars or more to any one person's property or accumulated property damage of one thousand dollars per accident.

Fatality Rate: number of traffic fatalities per 100 million vehicle miles traveled.

Alcohol Involved Accident: at least one driver, pedestrian, or bicycle driver had been drinking in the opinion of the investigating officer.

Economic Loss: the calculable costs of motor vehicle accidents are wage loss, medical expense, insurance administration cost, and property damage. (Source: Estimating the Costs of Accidents 1989, National Safety Council)

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